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No. 16819, 號九百八十六萬一第 日十初月二年子壬 HONGKONG, THURSDAY, MARCH 28th, 1912. 四拜禮 號八十二月三年二十百九千一英港香

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Kowloon, 26th March, 1912. [1352]

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The Daily Press.

HONGKONG, MARCH 28TH, 1912.

The memorandum of the National Progressive Society, an abstract of which we recently published, is especially interesting as communicating to the world for the first time a cohesive idea of the form which the Constitution of the Republic is intended to take. We have been told often that China is to be a Republic of States federated on the American or Australian model, but— if the memorandum may be accepted as representing the views of the present provisional administration—we are now for the first time enlightened as to the exact nature of the federation, as to the system of local and provincial Government. The elective system advocated strikes us as containing the germ of a very ingenious compromise, which should, if carefully worked out, succeed admirably in allowing a large measure of autonomy to the provinces or States, while at the same time checking disruptive and centrifugal forces. Much will, of course, depend on the detailed written Constitution that is to be drafted for the Republic, but it is evidently intended to give each State a wide range of discretion in its Government, and the provision for Departmental Conferences should keep the administration of each State in close touch with the Central Government and prevent too wide a divergence of law and practice, and at the same time avoid making the control exercised by the Central Government press too heavily upon, and become irksome to, the State Government. The memorandum

published contains, however, only a general outline of the Constitution, and it would therefore be unfair to examine it too critically, but there are many points on which further information will be looked for. For instance, are the Congress and the States' Assemblies to consist each of a single Chamber, or of two? Are the members of these bodies to be elected on a universal manhood suffrage? or, if not, what are the qualifications necessary to become an elector? How is the President to be elected? Is trial by jury to be introduced? These and more questions will have arisen at once to the minds of all who have studied the memorandum, and authoritative answers to them are eagerly expected. The one serious defect that we find in the scheme as adumbrated in the memorandum is in the clauses dealing with the appointment of officials. First, as to the State Governors. "The Governors of the States are to be elective, the voters of the State each voting for two candidates, one a native of the State, and the other of some other State. The elected candidate shall then receive his commission from the President." The wording of this is none too intelligible, but the clause would appear to mean, either that the two candidates, one a native of the State and the other an outsider, are sent down by the Central Government, and then the people have to choose between them; or else that the voters elect two prospective Governors as above, and then the President "picks" one of the two. In either case, the Central Government would be given great opportunities for managing the State elections, and they would soon be as great a farce as elections in Spain or Portugal; the electors of the State, at the same time, would be subjected to needless and irritating checks, and would lose their freedom of election. Again, we think a grave mistake is being made in retaining the District Magistrates, especially if, as would appear to be the case, they are to be appointed directly by the Governor, for this would give him such vast powers of exercising political influence that corruption would be inevitable. Under the old system of government in China, the one official who was in close touch with the people, and therefore mattered to them, was the District Magistrate, and a long time would have to elapse before the District Magistrate would lose the influence of his position even under the Republic. This being so, why should the people who can be trusted to elect the supreme head of the Government be denied the power to choose the head of their own local government, when he is, after all, of much more importance to them than is the President, and when they are thoroughly conversant with the qualities desirable or essential in the occupant of the minor office, though they may be totally unable to discriminate between the merits of two rival candidates for the higher rank? But we fail to see what useful purpose the District Magistrate can serve in a democratic republic. Each District is to be divided into townships, each with its own local government, so the District Magistrate would have no administrative duties; while with the inauguration of Assize Courts and paid judges, he would not be likely to be entrusted with much judicial work. It would be far better to abolish the office altogether, and so rid the Republic of one numerous class of paid officials. The local government of the District would be conducted far more efficiently and purely by an elected District Council with, if a head of the local government is thought necessary, a co-opted chairman or mayor, whose functions would be solely ornamental. The Governor of the State might then be elected by the members of these Councils, without any question of his being a native of this or that State. If the Elective System advocated by the National Progressive Society were modified in these two features, it would stand a much better chance of developing into the perfected Constitution of the Republic of China.

Mr. Wilbur T. Gracey, who has been the United States Consul at Nanking for several years, has been appointed to Progress, Mexico.

Archdeacon Moule of Ningpo was recently attacked by armed robbers while travelling on a boat between Haimun and Kinghai. He was robbed of everything he had.

Another instance of the coolness of the Chinese thief is furnished by a report made to the police that the clock from the smoke room of the s.s. *Namur* was stolen while the steamer was lying at the wharf at Kowloon on Monday night.

At the Magistracy on Tuesday, Mr. Melbourne called up to the Bench a Chinese merchant from Jervois Street who had run after a thief, captured him, and after a severe struggle held him until the arrival of the police. His Worship complimented him on what he had done and said that he was deserving of the thanks of the community.

H.M.S. *Minotaur* will be docked to-morrow.H.M.S. *Alacrity* and *Virgo* came out of dry dock yesterday.

While a submarine was coming out of the Naval Camber yesterday, she came into collision with a steam pinnace belonging to the U.S.S. *Wilmington*. The pinnace had a hole knocked in its starboard bow. It returned to the gunboat, where it was hoisted on deck just in time to save it from foundering.

In recognition of their efforts toward the furthering of the Republican cause by facilitating the transportation of men and munitions to Nanking prior to the capture of the city by the revolutionary forces, the Republic of China have presented engraved gold tablets to Mr. A. W. U. Pope, general manager, and Mr. J. D. Read, traffic manager, of the Nanking Railway Company. Mr. L. N. Han, manager of the express department of the company, and Mr. Chung Ming Yeu, managing director of the railway, were made the recipients of handsome medals, given as a token of appreciation of their loyalty to the Republic.

SUPREME COURT.

WEDNESDAY, MARCH 27TH.

BEFORE MR. H. H. J. GOMPERTZ
(PUNISH JUDGE).

IN SUMMARY JURISDICTION.

AN INTERESTING POINT.

Messrs. Berblinger & Co. sued Mr. A. Weingarten, proprietor of the Globe Hotel for \$100 alleged to be due as balance on account of wines and spirits supplied. Mr. C. Willson appeared for the plaintiffs and Mr. Leo D'Almada e Castro for the defendant. Mr. Willson, in reply to His Lordship, said the present action was brought to recover something which was not included in the former action. It was a different amount for a different quantity of goods supplied during 1910. Mr. D'Almada submitted that plaintiff could not bring a fresh action. It was an abuse of the Court. His friend should have restored the old action to the list and amended it by adding the \$100. Mr. Willson said he was entitled to bring a fresh action for a different set of goods. It was no duty of the plaintiff to restore the old action and amend it. Mr. D'Almada quoted authorities in support of his contention and after further argument, His Lordship said he would have to consider the point. The point was a difficult one and one he was not prepared to decide off-hand. The case was adjourned *sine die*.

FINAL PERFORMANCE OF "THE GONDOLIERS."

The A.D.C. gave their sixth and last performance of "The Gondoliers" at the Theatre before a moderately filled but extremely enthusiastic house. Baskets of flowers, bouquets and boxes of chocolate were being continually handed up to the principal ladies. The opera was most successfully given last night; the performers were thoroughly at their ease, and the audience were delighted. Encores were frequent. Notwithstanding that Miss Hilda Gordon, who took the important part of Tessa, sprained her ankle two nights ago, she bravely went through her part, and the number of bouquets handed up for her were doubtless prompted by appreciation of her pluck as well as of her very successful initial appearance on the local stage. The whole case was heartily applauded on the fall of the curtain.

The entire Company were afterwards entertained to supper at Government House by H.E. the Officer Administering the Government.

SOLDIERS' CLUB BILLIARD TOURNAMENT.

R. A. V. HONGKONG VOLUNTEERS.

Two more games in this tournament were decided on Tuesday evening, resulting in an increase of lead for the Hongkong Volunteers from 77 to 243 points. C.S.M. (I.G.) Gillman and Colour-Sergt. Rodgers were the first pair. Rodgers took the lead from the commencement and won comfortably by 128, making breaks of 20, 16, 13, 15 and 28. Gillman making 26 and 14. The second game was between Captain Brierley, R.A., and Private Bishop, H.K.V. An interesting game ensued, which ended in Bishop winning by 39. His best breaks were 20, 13, 10 (twice), 15, 12 and 10. Captain Brierley compiling 15, 11, 10, 17, 24 and 12. Scores:—

Colour Sergt. Rodgers ... 250
C.S.M. (I.G.) Gillman ... 124
Private Bishop ... 250
Captain Brierley ... 211

TELEGRAMS. TELEGRAMS. TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE MINERS' MINIMUM WAGE BILL.

GOVERNMENT'S LABOUR IN VAIN.

LONDON, March 27th.

When consideration of the Miners' Minimum Wage Bill was resumed in the House of Commons, Mr. Walter Long moved the adjournment of the debate, and asked how they could discuss the Bill when the negotiations were proceeding outside.

Mr. Asquith at this moment entered and was greeted with general cheering. He said that he said on Friday, and he now repeated it, that the Government could not insert any figures in the Bill. He agreed that 5/- and 2/- were not unreasonable as a minimum wage, but if the case was as strong as the miners' leaders thought, could they doubt what would be the decision of the District Boards on the subject? He had made suggestions to both parties to-day, which had proved acceptable to neither. The Government had delayed the Bill from Friday till to-day in the hope that it might be possible, when the ground of discussion had been so narrowed, that some agreement might be come to by the parties. Speaking with deep emotion, and almost in a whisper, Mr. Asquith said that the Government had laboured for an agreement hard and persistently, and it was to him a profound disappointment that he had to confess to the House that all their labours had been unavailing. If at this fifty-fifth minute of the eleventh hour the parties could not come to a reasonable arrangement upon a matter of relatively small proportions, they would have a very serious account to render to the country. The Government had done all they could. They had postponed legislation till the last possible moment, and the only course now open to them was to ask the House to proceed with the Bill. Mr. Asquith added:—Let the Bill pass at the earliest possible moment, then, when it will be passed as the law of the land, when in the opinion of Parliament the underground miners are guaranteed a reasonable minimum wage, and when it will be further passed as the law of the land that there shall be provided fair and impartial machinery to ascertain and guarantee that minimum wage, then a continuation of stoppage of work, with infinite mischief and damage, would impress upon those responsible for it a burden of responsibility that they would find it very difficult to discharge. Mr. Asquith concluded—We have exhausted all our powers of persuasion, argument and negotiation, and we press this Bill upon the House as affording the best possible provisions in the great emergency with which we are confronted, and we claim we have done our best in the public interest, with perfect fairness and impartiality.

MR. BONAR LAW SYMPATHETIC.

Mr. Bonar Law said he deeply sympathised with Mr. Asquith. He trusted that the passing of the Bill would end the crisis, and that the men would return to work. If not, the Government were entitled to remind the miners that they were also British citizens, and that the whole forces of the country should be employed to protect any desiring to obey the law.

Mr. Ramsay MacDonald said that the failure of the negotiations was entirely due to the owners, who had not budged an inch. If they wished to go to the public clean-handed they must before the Bill was passed meet the men and agree to something substantial enabling the leaders to tell the men that the Bill was acceptable. Otherwise the largest share of the responsibility of the deadlock would be theirs.

Mr. McKenna said that as up till the present there had been no settlement the Government would take all the stages of the Wage Bill to-day.

THE MINIMUM REJECTED.

An amendment to insert the 5/- and 2/- minima was rejected by 326 votes to 83. The Labour Party have decided to oppose the third reading.

THE BILL PASSED.

The third reading of the Bill was carried by 213 to 48 at 2.50 this morning. The House of Lords immediately sat for the first reading, which was carried.

Mr. Lloyd George voted with the majority on the 5/- and 2/- minima amendment. The minority included fifty Radicals. A number of other amendments, including several moved by the Government, were disposed of.

A notable speech on the debate was that by the Miners' Federationist, Mr. Walsh, who said that when the Bill was passed, it was the duty of every well-wisher of the country to make the best of it. Our citizenship ought to be higher than our trades unionism.

It is understood that Mr. Asquith is suffering from mental strain.

[THROUGH REUTER'S AGENCY.]

THE COAL STRIKE.

SITUATION BECOMING INTOLERABLE.

LONDON, March 27th.

There is a likelihood that the Liverpool races will be abandoned.

The King will not attend the Grand National. His Majesty has telegraphed to Lord Derby:—"The continuance of this disastrous coal strike makes it impossible for me to make any plans or to leave London."

The Lord Mayor of Liverpool states definitely that the Grand National will take place.

Another batch of miners has resumed work in Scotland.

SERIOUS POSITION IN SUNDERLAND.

A serious position has been brought about in Sunderland, where the electric supply is being threatened. The lack of light and power will cause a vast number to be thrown out of employment.

ANOTHER ABORTIVE CONFERENCE.

A conference between coal-owners and miners took place at the Foreign Office. It only lasted five minutes. The Scottish miners presented a demand for 5/9 per day for adults and 3/- for boys, whereupon the bulk of the owners withdrew, one remarking "I have chucked it."

A Scottish leader on being interviewed stated that the 5/9 and 3/- per diem had been the Scottish demand throughout, and denied that its reiteration caused the rupture.

THE MINERS' ATTITUDE.

The Welsh leader, Mr. Hartshorn, in an interview, said the Federation were not weakening, and were seriously considering appealing to the transport workers and other organisations.

RELIEF OF DISTRESS.

The Monmouth and South Wales coal owners have each contributed £1,000 to the relief funds, and the Cardiff, Swansea, Newport and South Yorkshire coal owners have contributed £2,000 each for the relief of local distress.

THE MINIMA.

The *Daily News* states that the Miners' Federation met to-day to consider the Government proposal to establish a National Wages Board, and to consider the 5/- and 2/- minima on the understanding that the miners will resume work immediately these two points are settled.

MINERS AT WORK.

There were 3,200 miners working yesterday.

THE GOVERNMENT'S PLANS.

The *Times* states that the Government hope the miners will seize on the Bill as an excuse to return to work. Failing resumption, the Government has planned effective measures for the relief of the distress, and will probably call out the Reserves to protect the workers.

IN THE HOUSE OF LORDS.

In the House of Lords, the Earl of Crewe announced that the Coal Bill would be taken to-morrow. He would move to enable more than one stage to be taken on the same day.

[THROUGH REUTER'S AGENCY.]

THE JAPANESE DIET.

Tokyo, March 27th.

The Diet has been closed.

A general election takes place in May.

DEATH OF A JAPANESE BISHOP.

Tokyo, March 27th.

Bishop Honda has died at Nagasaki during a Methodist Conference.

[Bishop Honda, D.D., was President of the Christian College in Tokyo, and since 1883, when he left politics to engage in religious work, he has been a leading educationist and Christian evangelist.]

[THROUGH REUTER'S AGENCY.]

INDIANS IN THE TRANSVAAL.

LONDON, March 27th.

The White Book promised by Lord Emmott on February 19th last has been published. It includes with a minute on the Union of Ministers of December 2nd last, repeating the assurances that it was not proposed to interfere with certain vested rights of Indians in the Transvaal, but pointing out that it was impossible to allow attempts to acquire new rights. Asiatic leaders appeared to be making an organised attempt to invade towns where Asiatics had no rights before, and the European community was so exercised that Ministers would be probably compelled to take action under the Townships Act and to enforce the conditions contained in the title deeds.

OBITUARY.

LONDON, March 27th.

Admiral Edward Field, who has had an interesting Parliamentary career as well as a naval career, is dead.

AN ALPINE TRAGEDY.

LONDON, March 27th.

Ten tourist ski runners were killed by an avalanche at Hockecheeborg, in the Austrian Alps.

AMERICAN ANTI-TRUST LAW.

LONDON, March 27th.

A telegram from Chicago states that the meat packers who were charged with criminally violating the Anti-Trust law, were acquitted after a trial extending over six months. The defendants included the Presidents of the Swift, Armour and Morris Companies.

THE KAISER'S TOUR.

LONDON, March 27th.

The Kaiser at Pola was saluted by the Austrian fleet, and lunched with the Archduke Franz Ferdinand.

SHANGHAI RATEPAYERS' MEETING.

At the ratepayers' meeting in Shanghai last week, over which Sir Havilland de Saussure presided, the following business was transacted:—

The rules of procedure which have been in force for the last two years were adopted.

The report and accounts for the year ending December 31, 1911, were passed without comment.

The report of the General Education Committee, parts I and II, was received and adopted without discussion.

BUDGET AMENDMENTS.

The budget was amended by the inclusion of £7,000, the amount due from the Shanghai Electric Construction Company for the year 1912 for the maintenance of roads, and by the elimination from the budget and from the proposed debenture issue of £43,855, the amount provided for the purchase of land adjoining the central office site. A third amendment authorized an expenditure not to exceed £5,000, with which Prof. Buck, director of the Municipal Band, is authorized to employ three additional musicians during his leave of absence. With these amendments, the budget was passed.

A LOAN.

The Council was authorized to raise a loan not exceeding £250,000 for the purchase and erection of additional electrical plant.

The Council was authorized to contribute £5,000 toward the cost of erecting in the settlement, at a statue to the late Sir Robert Hart.

APPOINTMENTS.

Mr. L. J. Cubitt was elected land commissioner.

Drs. J. W. Jackson and O. Von Schab and Messrs. D. Landale and E. F. Mackay were elected to serve on the Board of Governor of Shanghai General Hospital.

Dr. F. L. Hawks Pott and Rev. G. H. Bondfield were elected to serve on the Permanent Education Committee.

COMPENSATION REFUSED.

A resolution authorizing the Council to grant compensation not exceeding £15,000 to Mr. J. Steinbeck for injuries received and losses sustained during the riots of November 1910, was defeated.

A resolution sanctioning financial assistance to the widow of the late Francesco Paolo Jovino was defeated.

ENGLISH RACING.

LONDON, March 27th.

The race for the Lincolnshire Handicap resulted as follows:—

Long Set (Higgs) 1
Uncle Pat (Whalley) 2
Warfare (Longhurst) 3

Seventeen started. The betting was:—13 to 2 against Long Set, 7 to 1 Uncle Pat, 3 to 1 Warfare. In the place betting 5 to 4 was laid against Warfare and proportionate odds against the others. My Collar was ridden by Jellies, and Shanballymore by Carson.

Cigar made the running from Spiked and Uncle Pat. The latter then went to the front, but was overhauled a quarter of a mile from home by Long Set, who won by four lengths. Three lengths separated second and third. Moscato was fourth.

LOCAL SPORT.

CRICKET.

PRESS V. POLICE.

A return match was played yesterday on the Police Club ground between teams representing the Press and Police. The Press scored 55, and when five of the Police wickets had fallen for fifteen runs, the knights of the pen seemed to have the game well in hand. Pitt and Hogarth, however, played solid cricket and pulled the match out of the fire. The Police won by twelve runs.

Following were the scores:—

PRESS—FIRST INNINGS.

R. T. Peyton (C), b. Clarke	3
F. Hicks, b. Cotton	1
F. Clair Brown, c. Pitt, b. Gerrard	24
W. A. Wilson, c. Clarke, b. Cotton	2
W. Smart, b. Cotton	3
H. B. Collins, c. Withers, b. Gerrard	4
D. McHardy, b. Gerrard	9
H. Myall, b. Clarke	0
A. R. Ellis, b. Cotton	0
A. J. R. King not out	1
A. Ramsey, b. Gerrard	1
Extras	2
Total	55

BOWLING.

Clarke	6	1	15	2
Cotton	7	0	32	4
Gerrard	3	0	7	4

POLICE—FIRST INNINGS.

J. Kerr, b. Brown	3
McLennan, c. and b. Brown	2
Wat, c. Wilson, b. Brown	0
Cotton, c. Wilson, b. Brown	1
Clarke, b. Brown, b. Smart	3
Withers, c. Wilson, b. Smart	10
Gerrard, c. Brown, b. Smart	4
Booker, c. Brown, b. Smart	4
Hogarth, c. Ellis, b. Brown	18
Pitt not out	18
Cooper, c. sub; b. Wilson	6
Extras	3
Total	67

BOWLING.

Brown	12	4	22	6
Smart	10	1	33	3
Wilson	2	1	9	1

RAJPUTS SPORTS.

There was a capital attendance at the Rajputs sports held yesterday afternoon at King's Park, Kowloon, and though the function was favoured with fine weather recent rains caused the going to be very heavy and decidedly against the accomplishment of fast times. There were a good many ladies present and the white turbaned soldiers lining the track and squatting on the neighbouring hills presented a very pretty picture. The regimental band discoursed music during the afternoon and the event was thoroughly enjoyed. From both social and sporting standpoints it was highly successful.

Results:—

- 100 Yards Open:—1, Nepal Singh; 2, Radho Singh; 3, Sahdeo Singh.
220 Yards (For Natives):—1, Ramsid Singh; 2, Shidival Singh; 3, Bulai Singh.
100 Yards (For Havildars):—1, Nandpal Singh; 2, Matadin Singh; 3, Jarban Singh.
440 Yards Open:—1, Nepal Singh; 2, Partab Singh; 3, Raghubir Singh.
Bantam Fighting:—1, "C" Company; 2, "H" Company.
230 Yards (For N. C. O.'s and Men over ten years service):—1, Mahesar Singh; 2, Raghubir Singh; 3, Mahabir Singh.
300 Yards (For Sepoys under three years service):—1, Harankhadur Singh; 2, Ramadin Singh; 3, Ramprasad Singh.
440 Yards Hurdle Race (Open to Indian Troops and H.K. Police):—1, Kirpa Singh; 2, Dayal Singh; 3, Wariz Khan.
Half Mile Hurdle Race (Scouts):—1, Sahebub Singh; 2, Pirag Singh; 3, Mahabir Singh.
Tug of War:—1, "E" Company; 2, "D" Company.
Obstacle Race (Open to regular and Auxiliary forces):—1, Richardson K.O.Y.L.I.; 2, Natty, 88th Co. R.G.A.; 3, Hansall, 88th Co. R.G.A.
Relay Race:—1, "H" Company; 2, "O" Company.
Officers Race (Age Handicap—Open):—1, Col. Stanpole; 2, Lt. Thompson; 3, Col. Hamilton.
Obstacle Race Open:—1, Nepal Singh; 2, Pirag Singh; 3, Maipal Singh; 4, Raghubir Singh.
Sack Competition (Inter Company):—1, "C" Company; 2, "A" Company.
One Mile Open:—1, Sahebub Singh; 2, Partab Singh; 3, Indupal Singh.
The Company Challenge Shield was won by "B" Company.

GOLF.

The competition for the above, played during the week-end 23rd-25th, resulted as follows:—
Mr. A. W. W. Walkinslaw 80 + 1-81
Major Caulfield 87-6-82
Mr. J. Hooper 97-14-83
Mr. J. W. Stewart 92-9-83
Mr. M. A. Murray 101-18-84
Mr. A. MacKenzie 87-4-83
Mr. W. B. Hind 98-12-84
Mr. F. Livingston 98-14-84
Mr. K. M. Cumming 85 Scr. 85
Mr. C. A. Tomes 101-12-89
Mr. A. P. Dashwood 103-11-92
* Winner of Cup.

Mr. M. A. Murray 84-4-80
Mr. A. W. W. Walkinslaw 80 + 1-81
Mr. K. M. Cumming 89 Scr. 89
Major Caulfield 87-6-82
Captain Spicer 92-9-83
Mr. J. W. Stewart 101-18-84
Mr. F. Livingston 98-14-84
Mr. C. A. Tomes 101-12-89
Mr. A. P. Dashwood 102-11-91
* Winner of Pool.
28 Entries.

HOME AND CHINA AFFAIRS.

[FROM OUR OWN CORRESPONDENT.]

LONDON, March 28th.

WHO GOVERN?

"We are the government now!" That is how one of the miners' leaders described the situation the other day when the negotiations for peace in the Premier's room came to an abrupt conclusion and both sides departed to their homes in the country. So for a time at least we are in the grip of the trade unions. I do not believe it will last long, but it will be awkward while it lasts and the advice of the miners' leaders to their followers to remain peaceful is far from likely to be adopted in all cases. Even now we ordinary members of the community are "paying through the nose" for everything we need, and some I know are seriously thinking of emigrating if the discontent in this country broadens out any further, as it certainly threatens to do. For the transport workers, the gas workers and the coal miners have found out that they can grip the country by the throat and, under the guidance of such reckless men as Tom Mann and Ben Tillett, that is a dangerous discovery for the future well-being of the State unless it can be checked while the disorders that result are in an incipient state. Not that anybody sees much wrong in declaring for a minimum wage in the mines, where the work in some cases is singularly unsatisfactory in its conditions and results. But if all workers are to demand the same minimum treatment we shall be in for a whole bunch of trouble. Tom Mann makes no secret of his aim. He is out to make the workers so disgusted that they will sweep away parliamentary authority by the direct application of force.

SIR HENRY BLAKE.

Sir Henry Blake, your former Governor, is, I hear, moving into town from his historic home of Myrtle Grove, Youghal. After he retired from the public service he bought the place made famous by Sir Walter Raleigh and settled down to live as an Irish squire. But now he has made up his mind to live in Dublin, and his ancient home is to pass into the hands of an Irish-American.

Lord Barrymore, better known by his earlier name of Mr. Smith Barry, has long been known as a firm opponent of Home Rule and a defender of the rights of Irish landlords. But after he married a New York lady and brought her to live in his home in the south of the distressed island it became rumoured that she was developing sympathies for the Irish cause. Then, when Home Rule came into view, within the prospect of practical politics, he removed most of his pictures and valuables to London and expressed his intention of living out of Ireland ever after the establishment of a parliament in Dublin. His wife soon made it known that she did not intend to sever her relations with Ireland altogether, and now she has taken over Myrtle Grove and intends to make a birthday present of it to her daughter on her coming of age. The place is to be overhauled to bring it up to modern requirements, but as much regard as possible is to be paid to the rooms more particularly associated with Sir Walter Raleigh. It was at Myrtle Grove that he grew the tobacco plants that he brought from Virginia. Miss Smith Barry is already engaged, I understand, having lost her heart to a young American naval officer she met last year in France.

THE LATE BISHOP MOULE.

The many friends and admirers of the Rt. Rev. Dr. George Evans Moule, Bishop of Mid-China from 1880 to 1904, were not surprised but very regretful when they heard that he had been called to his rest. For though age had laid marks upon him of late years he was frequently to be seen at anti-opium and other meetings, and I remember hearing him not very many months ago make one of the most vigorous speeches at such a gathering. A few days before his death he was taken ill at the home of his brother, the Bishop of Durham, who was formerly a well-known theological professor in Cambridge.

LAUNCH OF A JAPANESE BATTLESHIP.

Great interest is being taken at Barrow in the launching next month of the 27,500 ton cruiser-battleship *Kongo* from the Vickers shipyard. By that time the special Japanese Naval Commissioners will be in England. The special interest is due partly to the announcement that the vessel will mount fourteen-inch guns—the biggest in the world, eclipsing the 13.5 guns of the latest British ships, the *Lion* and the *Princess Royal*.

CHINESE SEAMEN.

The Welsh ports are getting restive again over the signing on of Chinese seamen. At Barry Dock a resolution has just been adopted with enthusiasm that "this meeting refuses to allow Chinamen to be signed on at the Board of Trade offices unless they are paid the same wages, receive the same food, and pass all the tests as do all other nationalities." The seamen's leaders declare the Board of Trade is aiding shipowners to obtain cheap labour and allege that there have been occasions when the offices have been opened earlier than usual to enable that to be done. There are symptoms with an ugly look about them in the situation, and the seamen intend to try to stir up Parliament again on the subject.

SHIPPING NOTES.

The Manila Merchants Association is starting "a campaign" to get a direct line of steamers from the Pacific Coast to Manila bi-monthly.

Captain Filmer, the Commodore of the T.K.K. Fleet, left Yokohama recently as a passenger on the *Nippon Maru*. On arrival at San Francisco he will take command of the vessel for one voyage, during the absence on furlough of the present commander, Captain A. G. Stevens.

The twin-screw steamer *Nanchang*, of London, has been sold to Japanese buyers. Built on the Clyde in 1890, she registers 1,718 tons gross and 1,044 tons net, and has dimensions 225ft. by 36.1ft. by 21.8ft. Her late owners were the China Mutual Steam Navigation Company, Limited, London.

The Nippon Yusen Kaisha has added the *Santo Maru* to its North China Line, hitherto operated by the *Takasago Maru* and *Sakata Maru*. The N.Y.K. North-China service will thus be a tri-monthly one instead of fortnightly. This step has been taken in compliance with the suggestion of the Yokohama Chamber of Commerce.

Articles of incorporation have been granted to the South Philippines Steamship Company, a newly organized passenger and freight transportation concern launched in Zamboanga, Mindanao, to engage in the coast-wise trade. The company has a capitalization of P500,000, of which P180,000 has been subscribed and paid up. Subscription of the capital stock to date is divided as follows:—H. C. Pfort, P100,000, P. J. Moore, P25,000, J. H. Fineke, P25,000, J. A. Hackett, P10,000, and R. M. Denison, P10,000. At a meeting of the stockholders of the company, held recently, by-laws were adopted delegating the management of the corporation to a board of directors of five members to serve for terms of one year. The officers elected were Mr. Pfort, president, Mr. Moore, vice president, secretary, and Mr. Fincke, treasurer.

The *Madeleine Rickmers*, ashore off Senzu-mura, on the north-eastern side of Vries Island, Japan, arrived at Yokohama from Antwerp on the 9th inst., having on board 5,700 tons of cargo. After landing 1,600 tons, she left for Kobe at 5 p.m. on the 13th. En route the vessel encountered a snowstorm, and was apparently taken out of her course by the strong currents. She is of 4,170 tons gross, and carried a crew of 37. As the sea-bottom at the scene of the wreck is very rocky, the vessel seems to be in a very bad condition. There is no lighthouse in the district, and the currents are always strong. The *Japan Gazette* says: "The place is the most dangerous navigators as one of the most dangerous Japanese warship *Yurugi* met with an accident in the neighbourhood, and later the British steamer *Adato* was wrecked there."

CHINESE EXHIBITION AT THE CRYSTAL PALACE.

The following statement has been officially communicated to us:—With the consent and endorsement of Lord Plymouth, K.G., and Mr. E. I. Husey, Receiver and Manager of the Crystal Palace, it has been arranged to follow the Festival of Empire of last season with a reproduction of a Chinese Miniature City with its quaint streets and buildings. Agents are now securing the services of a large number of Chinese artists and workmen, who will follow their profession and trades in their own country. The visitors will be able to see the potter, wood and ivory carvers, embroiderers, toy lantern makers, etc., actually at work. This is the first time that real Chinese have been assembled together in England, and it will undoubtedly be the most interesting exhibit of its kind ever seen in London.

The Miniature City (or China Town) with reproductions of the quaint streets and buildings will comprise some 300 houses, of which one-half will be occupied by the working exhibits, ten shops being reserved for the sale of Chinese and Oriental products of approved character, to which the attention of Chinese and Oriental merchants is directed, as affording a rare opportunity to bring more directly before the products of this wonderful country at a nominal cost. To show the lighter side of life, a perfectly equipped miniature theatre with imported artists will give daily performances of their weird dramatic art, whilst a Chop Suey Restaurant, presided over by a famous Chinese chef, will cater to the palate of the visitors. A pretty Chinese Tea Garden where the real infusion of China's famous beverage will be served by native attendants.

Everything connected with the entertainment will be of the highest character, truthfully portraying China as she is and wants to be known by Europeans. China Town grounds, on which a magnificent spectacle entitled "China (with 1,000 performers)" will be given daily illustrating the life of the Chinese Nation and its gradual development in a series of wonderful scenes culminating with the present Civil War and the stirring incidents connected therewith, and all visitors to the Paganat Grounds must pass the Miniature Chinese City.

Over a million of visitors attended the Crystal Palace last season. Application for space should be addressed to the Manager, China, Crystal Palace, Sydenham, S. E., or City office, 9, St. Mary Axe, E. C.

NOTES AND NEWS.

THE PASSION FOR ABBREVIATION.

The passion for abbreviation, so characteristic a feature of present-day writing and speech, received judicial notice in a case decided by Mr. Justice Scrutton. Stripped of all technicalities the case raised the simple point whether the letters "Ltd." constituted a legally permissible substitute for, or abbreviation of, the word "Limited." Mr. Justice Scrutton held that they did, basing his decision upon the principle that they clearly indicated to every commercial man of any intelligence that they represented the word "Limited."

PHARMACY IN SKYE.

The native pharmacopoeia in Skye used to be of the simplest character. A man from the island, during his first week of night duty as a Glasgow constable, went into a chemist's shop and expressed frank astonishment at the bewildering array of bottles. "These medicines are very numerous—yes, very numerous indeed," the chemist said blandly. "Now in Skye, where I come from, the constable went on, 'the medicines are not what you might call numerous at all.' "No," said the chemist. "How many do you have?" "Just two. There is tar for the sheep and whisky for the people."

REMINISCENCES OF THE PIGTAIL.

A writer in a London paper remarks that Yuan Shih-kai, who has cut off his pig-tail in token of his emancipation from "Manchu servitude," had a different reason from Lord Bathurst, who, after the passing of the Reform Bill of 1832, solemnly cut off his pig-tail (the universal wear earlier in the century), with the remark, "The glory is departed." But the last person to wear a pig-tail in England is said to have been an old gentleman who persisted in the fashion till his death in the fifteenth century. His motive was gratitude, for in early youth he had fallen into a pond, and been hauled out just in time by his queue.

EDISON ON THE SECRET OF HEALTH.

With reference to Edison's birthday, the scientist having just entered upon his sixty-fifth year, a Paris contemporary informs its readers that he is as youthful as most men of five and twenty. For many years he has lived under a self-denying ordinance, both in regard to sleep and food. He retires at midnight and rises at half-past four in the morning. This, he says, gives him plenty of time for work and produces limitless vigour. He considers that people eat too much, and that many abbreviate their lives thereby. One thing to Edison is more terrible than the house in the that is drinking cocktails. Edison, our contemporary adds, ne connaît rien de plus diabolique.

A YARN FROM THE STATES.

The *New York Herald* tells a story of a brooder. Two men, Messrs. Archibald Greer and Hall Brown, were told, started in the poultry business. Greer furnished the experience and Brown furnished the capital and a bulldog. They started with twenty hens and a rooster, and had very poor success until Greer suggested that they put the bulldog's head in the chicken yard and have the animal sleep there in order to prevent the stealing of chickens and eggs. Lately the poultry farm has been producing twenty eggs upon investigation the partners found that when a hen came out in the morning the bulldog chased her into his house and kept watch over her while she laid an egg. He then chased her off and chased another hen into the dog-house, and repeated the egg-producing treatment. By five o'clock in the evening of each day the twenty hens had each been forced to contribute one egg to the Greer-Brown combination. Mr. Greer has been offered 500dola. for the bulldog, but has refused.

AVIATOR'S DEATH.

THE LATE MR. GRAHAM GILMOUR'S WILL.

The late Mr. Graham Gilmour's wishes in regard to his funeral have been made known. They were detailed in a letter written nearly a year ago and left in a sealed envelope with a friend, with instructions that if the writer were killed by an aeroplane the letter was to be taken to his friend and solicitor, Mr. Staplee Firth, who was to open it. On February 15th the friend called on Mr. Staplee Firth, and the letter was opened. It was found to be dated April 27th, 1911, and was as follows:—

"If I am smashed up by aeroplane, which is extremely probable, I don't wish my body to be taken to Mickleham Churchyard, where I wish to be buried near my father and mother) by the ordinary funeral hearse, which is a beastly thing, or by train. It is, if possible, to go by motor-lorry, and then if convenient by a four-wheeled farm cart. No mourning of any kind. Coloured flowers, if any. No moaning. I wish everyone to be merry and bright. If it is wished to put up a tombstone let it be a quarter-scale model of the 'plane I was killed with, in stone, bronze, or ivory, or model of a big bat or other 'plane, it does not matter. The remains of the 'plane I wish given to Clifton College. Perhaps it will be possible to re-erect it there—will be provided they would like it. No bell-ringing at the church—beastly idea. Dead March if they like—some of them are fine."

The funeral took place at Mickleham on February 21st, and the dead airman's last wishes were faithfully carried out. Mr. Gilmour, who was about thirty years of age, will be best remembered as the airman whose certificate was suspended for a month for flying over the river during the Henley Regatta. This suspension made it impossible for him to compete for the *Daily Mail* £10,000 prize. On the afternoon of the start he displayed a mourning wreath outside his hangar at Brooklands.

"SHACKLING PRODUCTION IN JAPAN."

EFFECTS OF THE NEW CUSTOMS TARIFF.

The *Japan Gazette* in the course of a leading article on this subject quotes the following communication from a foreign importer whose views are the result of personal experience and will doubtless be read with interest:—

"The speech of the Finance Minister, Mr. Yamamoto, before the Bankers' Club, seems to have had a bad effect on the Stock Exchange. The statement that the exports since January have exceeded the imports by 43,000,000 yen certainly created a bad impression."

"For several years we have heard the same old story: Something must be done to increase the exports and encourage home products. 'It seems strange that prominent and experienced men of affairs should continually make such statements, when at heart they must know the reasons for the existing conditions. The old Samurai feeling, or, as one may say, the Bushido spirit, seems to prevail, when the truth would always be better. To any student of existing affairs, the causes can be seen at a glance. But it would not be in accordance with Japanese custom to place the root of the present trouble before the bankers, especially to do so. The Government to do so."

"The *Kobe Chronicle* of 1902 stated the largest imports were not for home consumption, but principally machinery and raw products for re-export. Have the conditions changed? Do the returns from the Customs show any change in the class of commodities imported? As the exports have been showing a continual decrease, what is the reason therefor? Why do not some of the Government Officials present reasons for existing conditions, instead of appointing Committees, special bureaux, etc., to investigate?"

"Go to the Customs' tariff book, and the reason will soon be discovered. Here is an illustration. An order for hospital supplies, such as water-bags, sheets, bandages, etc., was offered to Osaka manufacturers. The rubber-sheathing had to be imported, as it was not made in Japan. An American firm was approached with an order for 100,000 yen worth of rubber sheeting. Present price, according to new duties, 93 sen per yard, as against the former price of 52 sen, the difference being the difference in duties alone. It is needless to go further. The order was lost to Japan, and other countries not only secured the order for the sheeting, but their workmen were benefited, while Japanese workmen lost in labour alone not less than 50,000 yen. This is but one transaction, and if Mr. Yamamoto or his assistants desire to learn of other similar losses of trade as well as exports, all that is necessary is to spend several days at Osaka and have some of the local manufacturers state in good Japanese what they think of existing duties on partially manufactured goods without the right for rebates on made-up stuff. Permit me to add that rubber sheeting costs 10 cents per yard at the factory and one yard weighs 16 oz., or 43 sen, whereas in the past 80 per cent. of this material was imported for purpose of re-export, against which there is no rebate, because it is made up and cut, not being re-exported in its original condition. 'Many orders for drug supplies and sundries, woollen caps, etc., have all been lost to Japan. In fact it is hard to estimate the losses sustained by Japan since the beginning of the China revolution simply because Japan did not manufacture the materials used in finishing or perfecting completed manufactured articles."

"I even note that the Mitsu Company are opening a factory at Shanghai. Is this the only concern adopting such a policy? From Tientsin to Canton we find Japanese factories starting everywhere, and inquiry made here shows that many other factories are contemplating a similar move. All because home import duties on material used, coupled with exorbitant taxes, prevents competition abroad in the open markets."

MOTOR LINER.

ROUND THE WORLD WITHOUT COAL.

The oil-engined liner *Selandia*—the first large ocean-going vessel of the type—was expected to arrive in the Thames on the 25th ult., and berth in the West India Dock, in the course of her maiden voyage to Bangkok.

A boat of about 5,000 tons gross, she was built at Copenhagen for the Danish East Asiatic Company's Far Eastern service, and a sister-ship, the *Jutlandia*, is now being got ready for her trials on the Clyde. Each will carry sufficient oil fuel for the round voyage from northern waters to Siam and back, and without funnels or boilers there will be a total absence of smoke, soot, and dirt, caused by coaling, coal bunkers, ashes, and fire-men.

A similar vessel, of slightly larger tonnage, is in course of construction at Stettin for the Hamburg-American Line, but British shipping companies of the first rank, says the *Pall Mall Gazette*, with a caution that has not always characterised their affairs, are evidently content to await the result of other nations' experiments before embarking upon enterprise of the kind.

Even the Admiralty, notwithstanding developments abroad, hesitates to project an oil-driven battleship, and as far as can be ascertained our naval authorities content themselves with the installation of internal combustion engines in one of the destroyers ordered from Messrs. Thornycroft last July, and by replacing the steam engines in a second-class cruiser with a Diesel motor.

INTIMATIONS

SUFFERED 14 YEARS WITH SORE HANDS

Itched and Burned. Skin Came Off, Leaving Them Raw. Tried Cuticura Soap and Ointment. They Suffered from the First and Cure Has Stood Test of a Dozen Years.

"For fourteen years I suffered with my hands. The skin came off in patches, leaving my hands raw. They itched terribly and if I rubbed them, water oozed out, leaving them worse than before. My thumbs and first fingers were the worst, the skin came off, leaving a red, smooth surface. They itched and burned terribly. Other parts of my hands became affected, the skin first drying up and peeling off. They were drawn together and I could not grasp anything. 'I tried various ointments, but they did me no good. I went to five different doctors, having medicine and ointment from each, but all to no purpose. One of the doctors told me they would never be cured, another said the oil was all dried up out of the skin. Not one gave me any hope of ever being cured. A friend thought one of my fingers was withering away. I tried various ointments recommended by friends, but they all failed to cure. After some time, a friend told me about the Cuticura Remedies, having tried them with success for hands similar to mine. I tried them, and I found that nothing had such a soothing and cooling effect. They acted wonderfully, and I noticed the itching effect from the first. My hands were completely cured by the Cuticura Soap and Ointment. It has stood the test of a dozen years. It was wonderful. I never saw anything like it. Other members of the household have benefited by it, and we are never without a box.' (Signed) Mrs. Alice Blomley, 129, Durham St., Rochdale, Eng., Jan. 3, 1911. Cuticura Soap and Ointment afford the speediest and most economical treatment for skin and scalp humors, of young and old. A single set is often sufficient. Cuticura Soap and Ointment are sold throughout the world. A sample of each with 25¢ book on skin and scalp affections sent free from nearest depot. S. Newbery & Sons, 27, Charterhouse St., London, E.C. 1. J. C. & Co., Sydney, N. S. W.; Lennan, Ltd., Cape Town; Muller, Macdonald & Co., Calcutta; and Bonnar, Potter & Co., Corp., sole props., Boston, U.S.A."

87-8

Chs. J. Gaupp & Co.

WATCH MAKERS,

JEWELLERS,

AND OPTICIANS.

Always have on hand a large stock of

Scientific and Surveying Instruments.

Microscopes and Optical Goods,

Zeiss Prism Binoculars,

Voigtlaender Telescopes,

Watches and Clocks.

AGENTS:

MAPIN & WEBB, LTD.,

London.

W. F. STANLEY & Co., LTD.,

London.

CARL ZEISS, Jena.

VOIGTLAENDER & SOHN,

Braunschweig.

BRITISH ADMIRALTY CHARTS.

45

If You Wear TORICS

you know you have the best. If you do NOT, you have not yet done the best you can to give your eyes comfort. It is possible to correct the vision of eyes that need glasses without using TORIC LENSES. It would also be possible to use a motor-car without pneumatic tyres, but it would not be so comfortable. If you have failed to find real eye comfort, try a pair of TORICS. The deep inner curve conforms to the natural motions of your eyes. Their advantage is particularly noticeable to players of tennis, golf, cricket, and billiards. Made in clear glasses and tinted shades.

LARK & Co.
SCIENTIFIC OPTICIANS
27 YORK ST. HONGKONG

75

GOING HOME.

A HOLIDAY AT HOME AND A WAY
TO GET THERE THAT'S A HOLIDAY.

WHY NOT

See the beauties of Japan, of Honolulu, (the Paradise of the Pacific), of California, of Colorado, and the fascinations of Niagara, San Francisco, Chicago and New York.

AND THE WAY

Every "travel wise" tourist takes the deservedly famous U.S. MAIL Steamers, of the

PACIFIC MAIL S.S. CO.

Steamers of Limitless Luxury. Splendidly appointed "Homes on the Water." Wireless Telegraphy. Submarine Fog Signals. Excellent String Orchestra. Meals for epicures under the superintendence of caterer of International Repute.

The Cost: is not more by this route with its unrivalled opportunities, than by any other route. For a return ticket to London the cost is but £120, including berth and meals across America. To San Francisco via Japan and Honolulu the cost is £45. For the INTERMEDIATE SERVICE First Class accommodations are provided for £43 to London (return ticket £74) and to San Francisco £25. SPECIAL RATES to Officers, Army, Navy, Consular or Civil Service, on application.

STEAMERS.	Tons	Starting	1912
KOREA	18,000	"	TUESDAY, 2nd April, at 1 P.M.
SIBERIA	18,000	"	TUESDAY, 16th April, at 1 P.M.
CHINA	18,000	"	TUESDAY, 23rd April, at 1 P.M.
MANCHURIA	27,000	"	TUESDAY, 30th April, at 1 P.M.
NILO	11,000	"	TUESDAY, 14th May, at 1 P.M.
MONGOLIA	27,000	"	MONDAY, 24th May, at 1 P.M.
PERIA	9,000	"	TUESDAY, 11th June, at 1 P.M.
KOREA	18,000	"	TUESDAY, 18th June, at 1 P.M.

* INTERMEDIATE STEAMERS.

LET US PLAN AN ITINERARY FOR YOU.

KING'S BUILDING (opposite Blake Pier).

FRED J. HALTON, AGENT.

TELEPHONE No. 141.

32

REGULAR SERVICE FROM HONGKONG TO

VANCOUVER, B.C.

SEATTLE &

PORTLAND (Or.),

VIA

SHANGHAI AND JAPANESE PORTS.

CARRYING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON PORTS.

FOR MANILA.

FOR VICTORIA, VANCOUVER, SEATTLE, TACOMA AND PORTLAND (Or.).

HERCULES 28th March.

To be followed by other Steamers of the Company at regular intervals. Calling at AMOY and KEELUNG if sufficient inducement offers. The BANK LINE Steamers are of the Newest Design, have most Commodious Accommodation, and are fitted with Electric Light and Wireless Telegraphy. Special Parcel Express to America and Canadian Ports. For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED.

TELEPHONE No. 780. KING'S BUILDING, PRINCE CENTRAL

ORIENTAL AFRICAN LINE.

NEW LINE OF STEAMERS

TO SOUTH AFRICAN PORTS.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS.

S.S. "KATANGA" ... 5,600 tons ... 1st Half May, 1912

S.S. "DUNERIC" ... 3,000 tons ... to Follow.

And regularly thereafter.

For Rates of Freight or Passage, apply to—

THE BANK LINE, LIMITED,

MANAGING AGENTS.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS.

From Hongkong: 30th March.

From Colombo: S.S. "TYMERIC" 15th April.

For Rates and Further Information, apply to—

THE BANK LINE, LIMITED,

MANAGING AGENTS.

CONFERENCE-WEIR LINE.

REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE.

THE STEAMERS OF THIS SERVICE PROVIDE THE QUICKEST TRANSIT FROM THE ORIENT TO THE ARGENTINE

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. AND CHINA NAVIGATION CO., LTD.

WEEK-END SERVICE.

Commencing on the 30th instant, and until further notice, a Week-End Service will be arranged. The s.s. "HEUNGSHAN" will leave Hongkong at 10 p.m. on Saturday, 30th instant, for Canton, and the s.s. "HONAM" will depart from Canton at 4 p.m. on Sunday, 31st instant.

HONGKONG-MACAO LINE.

S.S. "SUI TAI" Tons 1651. S.S. "SUI AN" Tons 1651.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf. Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

EXCURSION TO MACAO.

SUNDAY, 31st MARCH.

The Company's Steamship

"SUI AN."

Will depart from the Company's WING LOK STREET WHARF at 9 a.m. Departure from Macao at 5 p.m. N.B.—The Company will also run a steamer from Macao on Sunday, leaving at 7.30 a.m., and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf. This steamer connects with the excursion steamer returning from Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "HO-SANG" 457 tons.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m. Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD. AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM" 588 tons, and S.S. "NANNING" 569 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTAN" and "SANTU". These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin. Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m. Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD. Hotel Mansions (First Floor), opposite the Blake Pier.



PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	4000	M. C. Smith	Manila, Mangarin, Iloilo and Cebu	On 1st Apr. 4 p.m.
RUBI	4000	S. Crosby	Manila, Mangarin, Iloilo and Cebu	On 10th Apr. 4 p.m.

For Freight or Passage, apply to SHEWAN, TOMES & CO., General Managers, PHILIPPINES S.S. Co. 113

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA.

MAIL SCHEDULE (SUBJECT TO MODIFICATION).

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EMPIRE		Sat. 6th April, Noon.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried. For further particulars apply to

GIBB, LIVINGSTON & Co. AGENTS.



TOYO KISEN KAISHA

TRANS-PACIFIC

WESTERN PACIFIC

DENVER AND RIO GRANDE

TRANS-CONTINENTAL

TOYO KISEN KAISHA.

New Triple Screw Turbine Flyers—20 Knots Speed.

S.S. TENYO MARU ... 21,000 tons.

S.S. CHIYO MARU ... 21,000 tons.

S.S. SHINYO MARU ... 21,000 tons.

AND S.S. NIPPON MARU ... 11,000 tons. (INTERMEDIATE)

HONGKONG to SAN FRANCISCO via CHINA and JAPAN PORTS and HONOLULU. Semi-weekly service—Daily tank bathing, cricket, baseball, dances and free newspaper containing World's happenings by wireless.

WESTERN PACIFIC—DENVER AND RIO GRANDE.

The T.P.K. Lines connect at San Francisco with the palatial trains of the Western Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver WITHOUT CHANGE.

Through Standard Sleepers.

Through Tourists' Sleepers.

Private Cars, Observation Cars.

SHIPPING IN PORT.

STEAMERS.

BUYO MARU, Japanese str., 3,242, Hashimoto, 25th March—Mojito 20th March, Coal.—Toyo Kisen Kaisha.
CANADA MARU, Japanese str., 6,088, K. Kori, 26th March—Shanghai 21st General.—Osaka Shosen Kaisha.
DARL D. BERGHESEN, German str., 774, Oh. Jorgensen, 24th March—Haiphong and Hoihow 20th March, General.—Jensen & Co.
CHEONG SHING, British str., 1,266, V. M. Liddell, 26th March—Tientsin 17th March, General.—J. M. & Co.
ORLOVA, Norwegian str., 1,102, H. Nielson, 24th March—Bangkok 13th March, General.—Chinese.
CHINESE, British str., 1,349, Benson, 24th March—Shanghai 21st March, General.—Butterfield & Swire.
CHONGKANG, British str., 1,650, Courtney, 20th March—Swatow 18th March, General.—Jardine, Matheson & Co.
DUPLEX, French str., 7,600 Vergos, 28th March—Saigon.
FAUSANO, British str., 2,251, H. S. Makina, 20th March—Port Courbet 18th March, Coal.—Jardine, Matheson & Co.
FOOSHING, British str., 1,423, W. D. Welsh, 24th March—Chinkiang 20th March, Rice and Nuts.—Jardine, Matheson & Co.
GERMANIA, German str., 1,417, Frandsen, 26th March—Manila 22nd March, Ballast.—Jensen & Co.
GLENNHAR, British str., 2,000, Hartnell, 28th March—Singapore 20th March, General.—Shevan, Tomes & Co.
HARIZO MARU, Japanese str., 1,292, T. Yamaga, 23rd March—Swatow 22nd March, General.—Jensen & Co.
HAIYANG, British str., 1,362, J. W. Evans, 28th March—Swatow 25th March, General.—Douglas, Lapraik & Co.
J. BUSLAMAS, American str., 461, G. Roses, 23rd March—Manila 20th March.—Barretto & Co.
KIUKIANG, British str., 1,287, Robertson, 24th March—Daly 18th March, General.—Butterfield & Swire.
KORHA, American str., 5,651, Wm. Fisher, 22nd March—San Francisco 20th Feb. Mail and General.—Pacific Mail S.S. Co.
LANDPAT, German str., 1,016, Brugger, 17th March—Bangkok 7th March, Rice.—Chinese.
LOCKSON, German str., 1,020, W. Taubert, 25th March—Bangkok 17th March, Rice.—Butterfield & Swire.
LONG SANG, British str., 1,093, W. G. G. Lensk, 26th March—Manila 23rd March, General.—J. M. & Co.
LUCHOW, British str., 1,215, Meathell, 22nd March—Weihaiwei 10th March, General.—Butterfield & Swire.
MARIE, German str., 1,169, H. Schalkier, 22nd March—Saigon 17th March, Rice.—Jensen & Co.
MARU, British str., 1,420, Uldall, 24th March—Bamang 14th March, Sugar.—Chinese.
MUREX, British str., 2,967, Milner, 21st March—Shanghai 15th March, Ballast.—Asiatic Petroleum Co. Ltd.
ORIENTAL, British str., 3,085, A. L. Valentini, 26th March—Yokohama 21st March, Silk and General.—P. & O.
S. N. Co.
PETCHABULI, German str., 3,000, C. Gesevich, 23rd March—Singapore 18th March, Rice, Meal and Cotton.—Butterfield & Swire.
PICKERON, German str., 998, W. Botefuhr, 23rd March—Bangkok 12th March, Rice and Teak.—Butterfield & Swire.
PREUSSEN, German str., 5,189, T. Behle, 24th March—Shanghai 21st March, General.—Hamburg-Amerika Linie.
RAJAH, German str., 1,275, A. Roscher, 24th March—Hagen 15th March, Coal.—Melchers & Co.
SHANTUNG, British str., 1,355, J. Robinson, 25th March—Moi 18th March, Coal.—Mitsui Bussan Kaisha.
SUNGKIANG, British str., 987, H. Mathias, 20th March—Haiphong and Hoihow 19th March, General.—Butterfield & Swire.
TALITHYRIUS, British str., 6,525, H. L. Allen, 15th March—Liverpool 4th Feb. General.—Butterfield & Swire.
TELMACHUS, British str., 1,450, A. Fraser, 26th March—Saigon 22nd March, Rice.—Chinese.
THILWONG, Dutch str., 3,061, A. Oldenburger, Java 3rd March, Sugar and General.—Java-China-Japan Lijn.
TIENTSIN, Dutch str., 2,470, W. H. Lipp, 14th March—Kobe and Miike 10th March—General.—Java-China-Japan Lijn.
TUTAKOR, Dutch str., 3,666, P. Zwart, 16th March—Mantok 8th March, General.—Java-China-Japan Lijn.

WEATHER REPORT.

On the 27th at 11.50 a.m.—Pressure has increased considerably over N.E. Japan and moderately over the Bonins, the high, which was yesterday over S. Japan, having travelled Eastward into the Pacific.

Depressions have formed over S. Manchuria, the lower Yangtze Valley and Tonkin. Light or variable winds may be expected along the coast, and moderate E. to S.E. winds over the N. China Sea.

Hongkong rainfall for 24 hours ending at 10 a.m. to-day, 0.98 inches. The forecast for the 24 hours ending at noon to-day is as follows—

DISTRICT FORECAST.
* Hongkong & Neighbourhood
Formosa Channel ... Variable winds, moderate.
South coast of China between Hongkong and Lamooks. Same as No. 1.
South coast of China between Hongkong and Hainan. Same as No. 1.
* E. to S.E. winds, moderate; cloudy, rainy and misty later.

CHINA COAST METEOROLOGICAL REGISTER.

27th MARCH, A.M.

Station.	Hour.	Barometer.	Temperature.	Humidity.	Wind.		Weather.
					Direction.	Force.	
Vicostock	7 a.	29.93	36	100	SE	1	f
Namuro	6 a.	30.32	—	—	WSW	1	—
Hakodate	5 a.	30.30	—	—	—	1	0
Kochi	4 a.	30.36	—	—	NW	1	—
Yokohama	3 a.	30.21	—	—	SW	1	—
Nagasaki	2 a.	30.06	—	—	SE	1	—
Kagoshima	1 a.	30.04	—	—	S	1	7
Oshima	12 a.	30.01	—	—	S	1	5
Naha	11 a.	29.97	—	—	S	1	1
Ishijima	10 a.	30.30	—	—	ENE	1	—
Bonin Is.	9 a.	30.00	43	92	S	2	—
Cheloo	8 a.	—	—	—	—	—	—
Weihaiwei	7 a.	30.00	43	92	S	2	—
Taihuo	6 a.	29.84	58	94	W	1	om
Shanghai	5 a.	29.83	56	94	W	1	om
Shanghai	4 a.	29.84	58	94	W	1	om
Shanghai	3 a.	29.84	58	94	W	1	om
Shanghai	2 a.	29.84	58	94	W	1	om
Shanghai	1 a.	29.84	58	94	W	1	om
Shanghai	12 a.	29.84	58	94	W	1	om
Shanghai	11 a.	29.84	58	94	W	1	om
Shanghai	10 a.	29.84	58	94	W	1	om
Shanghai	9 a.	29.84	58	94	W	1	om
Shanghai	8 a.	29.84	58	94	W	1	om
Shanghai	7 a.	29.84	58	94	W	1	om
Shanghai	6 a.	29.84	58	94	W	1	om
Shanghai	5 a.	29.84	58	94	W	1	om
Shanghai	4 a.	29.84	58	94	W	1	om
Shanghai	3 a.	29.84	58	94	W	1	om
Shanghai	2 a.	29.84	58	94	W	1	om
Shanghai	1 a.	29.84	58	94	W	1	om
Shanghai	12 a.	29.84	58	94	W	1	om
Shanghai	11 a.	29.84	58	94	W	1	om
Shanghai	10 a.	29.84	58	94	W	1	om
Shanghai	9 a.	29.84	58	94	W	1	om
Shanghai	8 a.	29.84	58	94	W	1	om
Shanghai	7 a.	29.84	58	94	W	1	om
Shanghai	6 a.	29.84	58	94	W	1	om
Shanghai	5 a.	29.84	58	94	W	1	om
Shanghai	4 a.	29.84	58	94	W	1	om
Shanghai	3 a.	29.84	58	94	W	1	om
Shanghai	2 a.	29.84	58	94	W	1	om
Shanghai	1 a.	29.84	58	94	W	1	om
Shanghai	12 a.	29.84	58	94	W	1	om
Shanghai	11 a.	29.84	58	94	W	1	om
Shanghai	10 a.	29.84	58	94	W	1	om
Shanghai	9 a.	29.84	58	94	W	1	om
Shanghai	8 a.	29.84	58	94	W	1	om
Shanghai	7 a.	29.84	58	94	W	1	om
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Shanghai	4 a.	29.84	58	94	W	1	om
Shanghai	3 a.	29.84	58	94	W	1	om
Shanghai	2 a.	29.84	58	94	W	1	om
Shanghai	1 a.	29.84	58	94	W	1	om
Shanghai	12 a.	29.84	58	94	W	1	om
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Shanghai	7 a.	29.84	58	94	W	1	om
Shanghai	6 a.	29.84	58	94	W	1	om
Shanghai	5 a.	29.84	58	94	W	1	om
Shanghai	4 a.	29.84	58	94	W	1	om
Shanghai	3 a.	29.84	58	94	W	1	om
Shanghai	2 a.	29.84	58	94	W	1	om
Shanghai	1 a.	29.84	58	94	W	1	om
Shanghai	12 a.	29.84	58	94	W	1	om
Shanghai	11 a.	29.84	58	94	W	1	om
Shanghai	10 a.	29.84	58	94	W	1	om
Shanghai	9 a.	29.84	58	94	W	1	om
Shanghai	8 a.	29.84	58	94	W	1	om
Shanghai	7 a.	29.84	58	94	W	1	om
Shanghai	6 a.	29.84	58	94	W	1	om
Shanghai	5 a.	29.84	58	94	W	1	om
Shanghai	4 a.	29.84	58	94	W	1	om
Shanghai	3 a.	29.84	58	94	W	1	om
Shanghai	2 a.	29.84	58	94	W	1	om
Shanghai	1 a.	29.84	58	94	W	1	om
Shanghai	12 a.	29.84	58	94	W	1	om
Shanghai	11 a.	29.84	58	94	W	1	om
Shanghai	10 a.	29.84	58	94	W	1	om
Shanghai	9 a.	29.84	58	94	W	1	om
Shanghai	8 a.	29.84	58	94	W	1	om
Shanghai	7 a.	29.84	58	94	W	1	om
Shanghai	6 a.	29.84	58	94	W	1	om
Shanghai	5 a.	29.84	58	94	W	1	om
Shanghai	4 a.	29.84	58	94	W	1	om
Shanghai	3 a.	29.84	58	94	W	1	om
Shanghai	2 a.	29.84	58	94	W	1	om
Shanghai	1 a.	29.84	58	94	W	1	om
Shanghai	12 a.	29.84	58	94	W	1	om
Shanghai	11 a.	29.84	58	94	W	1	om
Shanghai	10 a.	29.84	58	94	W	1	om
Shanghai	9 a.	29.84	58	94	W	1	om
Shanghai	8 a.	29.84	58	94	W	1	om
Shanghai	7 a.	29.84	58	94	W	1	om
Shanghai	6 a.	29.84	58	94	W	1	om
Shanghai	5 a.	29.84	58	94	W	1	om
Shanghai	4 a.	29.84	58	94	W	1	om
Shanghai	3 a.	29.84	58	94	W	1	om
Shanghai	2 a.	29.84	58	94	W	1	om
Shanghai	1 a.	29.84	58	94	W	1	om
Shanghai	12 a.	29.84	58	94	W	1	om
Shanghai	11 a.	29.84	58	94	W	1	om
Shanghai	10 a.	29.84	58	94	W	1	om
Shanghai	9 a.	29.84	58	94	W	1	om
Shanghai	8 a.	29.84	58	94	W	1	om
Shanghai	7 a.	29.84	58	94	W	1	om
Shanghai	6 a.	29.84	58	94	W	1	om
Shanghai	5 a.	29.84	58	94	W	1	om
Shanghai	4 a.	29.84	58	94	W	1	om
Shanghai	3 a.	29.84	58	94	W	1	om
Shanghai	2 a.	29.84	58	94	W	1	om
Shanghai	1 a.	29.84	58	94	W	1	om
Shanghai	12 a.	29.84	58	94	W	1	om
Shanghai	11 a.	29.84	58	94	W	1	om
Shanghai	10 a.	29.84	58	94	W	1	om
Shanghai	9 a.	29.84	58	94	W	1	om
Shanghai	8 a.	29.84	58	94	W	1	om
Shanghai	7 a.	29.84	58	94	W	1	om
Shanghai	6 a.	29.84	58	94	W	1	om
Shanghai	5 a.	29.84	58	94	W	1	om
Shanghai	4 a.	29.84	58	94	W	1	om
Shanghai	3 a.	29.84	58	94	W	1	om
Shanghai	2 a.	29.84	58	94	W	1	om
Shanghai	1 a.	29.84	58	94	W	1	om
Shanghai	12 a.	29.84	58	94	W	1	om
Shanghai	11 a.	29.84	58	94	W	1	om
Shanghai	10 a.	29.84	58	94	W	1	om
Shanghai	9 a.	29.84	58	94	W	1	om
Shanghai	8 a.	29.84	58	94	W	1	om
Shanghai	7 a.	29.84	58	94	W	1	om
Shanghai	6 a.	29.84	58	94	W	1	om
Shanghai	5 a.	29.84	58	94	W	1	om
Shanghai	4 a.	29.84	58	94	W	1	om
Shanghai	3 a.	29.84	58	94	W	1	om
Shanghai	2 a.	29.84	58	94	W	1	om
Shanghai	1 a.	29.84	58	94	W	1	om
Shanghai	12 a.	29.84	58	94	W	1	om
Shanghai	11 a.	29.84	58	94	W	1	om
Shanghai	10 a.	29.84	58	94	W	1	om
Shanghai	9 a.	29.84	58	94	W	1	om
Shanghai	8 a.	29.84	58	94	W	1	om
Shanghai	7 a.	29.84	58	94	W	1	om
Shanghai	6 a.	29.84	58	94	W	1	om
Shanghai	5 a.	29.84	58	94	W	1	om
Shanghai	4 a.	29.84	58	94	W	1	om
Shanghai	3 a.	29.84	58	94	W	1	om
Shanghai	2 a.	29.84	58	94	W	1	om
Shanghai	1 a.	29.84	58	94	W	1	om
Shanghai	12 a.	29.84	58	94	W	1	om
Shanghai	11 a.	29.84	58	94	W	1	om
Shanghai	10 a.	29.84	58	94	W	1	om
Shanghai	9 a.	29.84	58	94	W	1	om
Shanghai	8 a.	29.84	58	94	W	1	om
Shanghai	7 a.	29.84	58	94	W	1	om
Shanghai	6 a.	29.84	58	94	W	1	om
Shanghai	5 a.	29.84	58	94	W	1	om
Shanghai	4 a.	29.84	58	94	W	1	om
Shanghai	3 a.	29.84	58	94	W	1	om
Shanghai	2 a.	29.84	58	94	W	1	om
Shanghai	1 a.	29.84	58	94	W	1	om
Shanghai	12 a.	29.84	58	94	W	1	om
Shanghai	11 a.	29.84	58	94	W	1	om
Shanghai	10 a.	29.84	58	94	W	1	om
Shanghai	9 a.	29.84	58	94	W	1	om
Shanghai	8 a.	29.84	58	94	W	1	om
Shanghai	7 a.	29.84	58	94	W	1	om
Shanghai	6 a.	29.84	58	94	W	1	om
Shanghai	5 a.	29.84	58	94	W	1	om
Shanghai	4 a.	29.84	58	94	W	1	om
Shanghai	3 a.	29.84	58	94	W	1	om
Shanghai	2 a.	29.84	58	94	W	1	om
Shanghai	1 a.	29.84	58	94	W	1	om
Shanghai	12 a.	29.84	58	94	W	1	om
Shanghai	11 a.	29.84	58	94	W	1	om
Shanghai	10 a.	29.84	58	94	W	1	om
Shanghai	9 a.	29.84	58	94	W	1	om
Shanghai	8 a.	29.84	58	94	W	1	om
Shanghai	7 a.	29.84	58	94	W	1	om
Shanghai	6 a.	29.84	58	94	W	1	om
Shanghai	5 a.	29.84	58	94	W	1	om
Shanghai	4 a.	29.84	58	94	W	1	om
Shanghai	3 a.	29.84	58	94	W	1	om
Shanghai	2 a.	29.84	58	94	W	1	om
Shanghai	1 a.	29.84	58	94	W	1	om
Shanghai	12 a.	29.84	58	94	W	1	om
Shanghai	11 a.	29.84	58	94	W	1	om
Shanghai	10 a.	29.84	58	94	W	1	om
Shanghai	9 a.	29.84	58	94	W	1	om
Shanghai	8 a.	29.84	58	94	W	1	om
Shanghai	7 a.	29.84	58	94	W	1	om
Shanghai	6 a.	29.84	58	94	W	1	om
Shanghai	5 a.	29.84	58	94	W	1	om
Shanghai	4 a.	29.84	58	94	W	1	om
Shanghai	3 a.	29.84	58	94	W	1	om
Shanghai	2 a.	29.84	58	94	W	1	om
Shanghai	1 a.	29.84	58	94	W	1	om
Shanghai	12 a.	29.84	58	94	W	1	om
Shanghai	11 a.	29.84	58	94	W	1	om
Shanghai	10 a.	29.84	58	94	W	1	om
Shanghai	9 a.	29.84	58	94	W	1	om
Shanghai	8 a.	29.84	58	94	W	1	om
Shanghai	7 a.	29.84					

SHIPPING

ARRIVALS.

ANHUI, British str., 1,350, J. B. Harris, 27th March—Shanghai & Swire.
General—Butterfield & Swire.
DAIJIN MARU, Japanese str., 889, D. Fuchigami, 27th March—Swatow 26th March, General—Osaka Shosen Kaisha.
FEICHING, Chinese str., 989, A. Crawford, 27th March—Shanghai 24th March, General—Chinese.
FRI, Norwegian str., 884, Wagle, 27th March—Cebu 22nd March, Ballast—Aagaard, Thoresen & Co.
FOOKSANG, British str., 1,987, T. A. Mitchell, 27th March—Kobe 22nd March, General—Jardine, Matheson & Co.
GLENFALLOCH, British str., 1,434, V. V. Egdom, 27th March—Singapore 21st March, General—Chinese.
KAIYUKU MARU, Japanese str., 1,903, Matsushima, 27th March—Mitsui 21st March, Coal—Mitsui Bushi Goshi Kaisha.
NAMSANG, British str., 2,591, P. M. B. Lango, 27th March—Singapore 21st March, General—Jardine, Matheson & Co.
SACHSEN, German str., 5,400, A. Wagner, 27th March—Hamburg 11th Feb., General—Hamburg-Amerika Linie.
SUISANG, British str., 1,780, M. Picknell, 27th March—Weihaiwei 21st March, General—Jardine, Matheson & Co.
WONGKOT, German str., Othmann, 27th March—Manila 24th March—Butterfield & Swire.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
March 27th.
GLENFALLOCH, British str., for Singapore.
GLENFARG, British str., for Shanghai.
HONG BEE, British str., for Amoy.
KAIYUKU MARU, Jap. str., for Saigon.

DEPARTURES.

March 27th.
B. PRINCE, British str., for Manila.
CHUNSHANG, British str., for Singapore.
HAIKONG, British str., for Swatow.
HANOI, French str., for Haiphong.
JAPAN, British str., for Shanghai.
JINSEN MARU, Japanese str., for Kobe.
KAIYUKU MARU, Japanese str., for Swatow.
MISHIMA MARU, Jap. str., for Singapore.
ONBANG, British str., for Chinwangtao.
ONBANG, British str., for Swatow.
RAJABURI, German str., for Hoibow.
SIRIANG, French str., for Haiphong.
TAMBA MARU, Japanese str., for Shanghai.
WONGKOT, German str., for Swatow.

SHIPPING REPORTS.

The British str. *Namsang* reports: Light Easterly winds, fine clear weather.
The British str. *Glenfarg* reports: Fine N.E. to S.E. winds, clear weather and smooth sea.
The Chinese str. *Feiching* reports: Fresh N.E. breeze, sea moderate clear weather from port to port.

PASSENGERS.

ARRIVED.
Per *Anhui*, from Shanghai, Mr. Barboffsky.
Per *Namsang*, from Singapore, Capt. and Mrs. F. A. Don and 2 children, Mrs. L. C. Townsend, Miss A. Logan, Mr. and Mrs. Machifoo and child and Mr. C. K. Cox.
DEPARTED.
Per *Hatching*, for Swatow, Rev. and Mrs. Kichluskat, for Amoy, Mr. Young Riddler, for Fookchow, Mr. Munshi and Mr. Tenaka.

PASSED THE CANAL.

February 27th—*Atholl*, *Benavon*, *Luciova*, *Matoppe*, *Namur*, *March* 1st—*Antiochus*, *Geben*, *Hirano*, *Ningchow*, *Polynesien*, *Sachsen*, *Segovia*, *Deike*, *Rickmers*, 5th—*Pintshir*, *Himelaya*, *Hitachi*, *Maru*, *Konang*, *St. Nyanza*, *Baron Innerdale*, 9th—*Alex*, *Aragonia*, *Asyana*, *Benlomond*, *C. Ferd*, *Lacis*, *Gauges*, *Palawan*, *Ping*, *Suez*, *Sydney*, 12th—*Benarty*, *Laertes*, *Peria*, *Sambha*, *Madura*, 15th—*Derfflinger*, *Erroll*, *Klein*, *Pango*, *Maru*, *Ville de la Citat*, *Arcadia*, *Leont*, 18th—*Brachvog*, *Frans*, *Perdand*, *Glenstrae*, *Miyasaki*, *Maru*, *Peyman*, *Peshawar*, *Socotra*, *Thesus*, *Yangtze*, 22nd—*Chakas*, *Ernest*, *Simons*, *Idomenus*, *Pathan*, *Saxonia*, *Silesia*, 26th—*Benledi*, *Borneo*, *Kawachi*, *Maru*, *Peking*, *Priam*, *Scandia*, *Sithonia*.

ARRIVALS AT HOME.

March 26th—*Atholl*, *Laertes*, *Sambha*, *Leont*.

"INDRA" LINE, LIMITED.

FOR NEW YORK.
(With liberty to proceed via the Cape of Good Hope.)

THE Steamship

"INDRASAMHA"
Capt. N. P. Pilscher, will be despatched as above on or about the 2nd April.
For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., Agents, Hongkong, 8th March, 1912. [409]

THE AMERICAN AND MANCHURIAN LINE.

FOR BOSTON AND NEW YORK.
(With liberty to proceed via the Cape of Good Hope.)

THE Steamship

"KALOMO"
Captain Keesley, will be despatched for the above Ports on THURSDAY, the 11th April.
For Freight, etc., apply to THE BANK LINE, Ltd., General Agents, Hongkong, 11th March, 1912. [405]

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "1," nearest Hongkong "2," midway between Hongkong and Kowloon "3," and those vessels berthed at the Kowloon Wharf "4," together with the number denoting the section.

DESTINATION	VESSEL'S NAME	FLAG & REG.	SECTION	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
1. From Green Island to the Harbour Master's	2. From Harbour Master's to Blake Pier	3. From Blake Pier to Naval Yard	4. From Naval Yard to East Point			
LONDON, &c. via USUAL PORTS OF CALL	DEVANHA	Brit. str.	1	W. R. Hickey	P. & O. S. N. Co.	On 30th inst., at Noon.
LONDON, ROTTERDAM & ANTWERP	DEVANHA	Brit. str.	1	W. R. Hickey	JARDINE, MATHESON & Co., Ltd.	On 2nd April.
LONDON & ANTWERP via SINGAPORE, &c.	DEVANHA	Brit. str.	1	W. R. Hickey	P. & O. S. N. Co.	About 3rd April.
ROTTERDAM, HAMBURG & ANTWERP, &c.	DEVANHA	Brit. str.	1	W. R. Hickey	HAMBURG-AMERIKA LINIE	On 5th May.
ROTTERDAM, HAMBURG & ANTWERP, &c.	DEVANHA	Brit. str.	1	W. R. Hickey	HAMBURG-AMERIKA LINIE	On 31st May.
HAYRE & HAMBURG	DEVANHA	Brit. str.	1	W. R. Hickey	HAMBURG-AMERIKA LINIE	On 11th April.
HAYRE, BREMEN & HAMBURG	DEVANHA	Brit. str.	1	W. R. Hickey	HAMBURG-AMERIKA LINIE	On 10th May.
HAUSBILLES, HAYRE & HAMBURG, &c.	DEVANHA	Brit. str.	1	W. R. Hickey	HAMBURG-AMERIKA LINIE	On 10th April at D'light.
MARSEILLES, HAYRE & HAMBURG, &c.	DEVANHA	Brit. str.	1	W. R. Hickey	HAMBURG-AMERIKA LINIE	On 27th May.
VICTORIA, B.C. & TACOMA via JAPAN, &c.	DEVANHA	Brit. str.	1	W. R. Hickey	HAMBURG-AMERIKA LINIE	On 16th April, at 1 p.m.
VICTORIA, B.C. & TACOMA via JAPAN, &c.	DEVANHA	Brit. str.	1	W. R. Hickey	HAMBURG-AMERIKA LINIE	On 9th April, at Noon.
VICTORIA, B.C. & TACOMA via JAPAN, &c.	DEVANHA	Brit. str.	1	W. R. Hickey	HAMBURG-AMERIKA LINIE	On 30th inst., at 1 p.m.
VICTORIA, B.C. & TACOMA via JAPAN, &c.	DEVANHA	Brit. str.	1	W. R. Hickey	HAMBURG-AMERIKA LINIE	On 2nd April.
VICTORIA, B.C. & TACOMA via JAPAN, &c.	DEVANHA	Brit. str.	1	W. R. Hickey	HAMBURG-AMERIKA LINIE	On 19th April, at 5 p.m.
VICTORIA, B.C. & TACOMA via JAPAN, &c.	DEVANHA	Brit. str.	1	W. R. Hickey	HAMBURG-AMERIKA LINIE	About 2nd April.
VICTORIA, B.C. & TACOMA via JAPAN, &c.	DEVANHA	Brit. str.	1	W. R. Hickey	HAMBURG-AMERIKA LINIE	On 11th April.
VICTORIA, B.C. & TACOMA via JAPAN, &c.	DEVANHA	Brit. str.	1	W. R. Hickey	HAMBURG-AMERIKA LINIE	On 20th April, at 7 a.m.
VICTORIA, B.C. & TACOMA via JAPAN, &c.	DEVANHA	Brit. str.	1	W. R. Hickey	HAMBURG-AMERIKA LINIE	On 1st June, at Noon.
VICTORIA, B.C. & TACOMA via JAPAN, &c.	DEVANHA	Brit. str.	1	W. R. Hickey	HAMBURG-AMERIKA LINIE	On 9th April, at Noon.
VICTORIA, B.C. & TACOMA via JAPAN, &c.	DEVANHA	Brit. str.	1	W. R. Hickey	HAMBURG-AMERIKA LINIE	On 23rd April, at 1 p.m.
VICTORIA, B.C. & TACOMA via JAPAN, &c.	DEVANHA	Brit. str.	1	W. R. Hickey	HAMBURG-AMERIKA LINIE	On 2nd April, at 1 p.m.
VICTORIA, B.C. & TACOMA via JAPAN, &c.	DEVANHA	Brit. str.	1	W. R. Hickey	HAMBURG-AMERIKA LINIE	On 6th April.
VICTORIA, B.C. & TACOMA via JAPAN, &c.	DEVANHA	Brit. str.	1	W. R. Hickey	HAMBURG-AMERIKA LINIE	On 12th April, at Noon.
VICTORIA, B.C. & TACOMA via JAPAN, &c.	DEVANHA	Brit. str.	1	W. R. Hickey	HAMBURG-AMERIKA LINIE	On 20th April, at 9 a.m.
VICTORIA, B.C. & TACOMA via JAPAN, &c.	DEVANHA	Brit. str.	1	W. R. Hickey	HAMBURG-AMERIKA LINIE	On 30th inst., at Noon.
VICTORIA, B.C. & TACOMA via JAPAN, &c.	DEVANHA	Brit. str.	1	W. R. Hickey	HAMBURG-AMERIKA LINIE	On 1st April, at 4 p.m.
VICTORIA, B.C. & TACOMA via JAPAN, &c.	DEVANHA	Brit. str.	1	W. R. Hickey	HAMBURG-AMERIKA LINIE	About 2nd April.
VICTORIA, B.C. & TACOMA via JAPAN, &c.	DEVANHA	Brit. str.	1	W. R. Hickey	HAMBURG-AMERIKA LINIE	On 10th April, at Noon.
VICTORIA, B.C. & TACOMA via JAPAN, &c.	DEVANHA	Brit. str.	1	W. R. Hickey	HAMBURG-AMERIKA LINIE	On 9th April.
VICTORIA, B.C. & TACOMA via JAPAN, &c.	DEVANHA	Brit. str.	1	W. R. Hickey	HAMBURG-AMERIKA LINIE	Quick despatch
VICTORIA, B.C. & TACOMA via JAPAN, &c.	DEVANHA	Brit. str.	1	W. R. Hickey	HAMBURG-AMERIKA LINIE	On 30th inst., at Noon.
VICTORIA, B.C. & TACOMA via JAPAN, &c.	DEVANHA	Brit. str.	1	W. R. Hickey	HAMBURG-AMERIKA LINIE	To-morrow, at 4 p.m.
VICTORIA, B.C. & TACOMA via JAPAN, &c.	DEVANHA	Brit. str.	1	W. R. Hickey	HAMBURG-AMERIKA LINIE	On 1st April, at 4 p.m.
VICTORIA, B.C. & TACOMA via JAPAN, &c.	DEVANHA	Brit. str.	1	W. R. Hickey	HAMBURG-AMERIKA LINIE	To-day, at 4 p.m.
VICTORIA, B.C. & TACOMA via JAPAN, &c.	DEVANHA	Brit. str.	1	W. R. Hickey	HAMBURG-AMERIKA LINIE	About 23th inst.
VICTORIA, B.C. & TACOMA via JAPAN, &c.	DEVANHA	Brit. str.	1	W. R. Hickey	HAMBURG-AMERIKA LINIE	On 30th inst., at M'night.
VICTORIA, B.C. & TACOMA via JAPAN, &c.	DEVANHA	Brit. str.	1	W. R. Hickey	HAMBURG-AMERIKA LINIE	On 31st inst., at D'light.
VICTORIA, B.C. & TACOMA via JAPAN, &c.	DEVANHA	Brit. str.	1	W. R. Hickey	HAMBURG-AMERIKA LINIE	On 2nd April, at Noon.
VICTORIA, B.C. & TACOMA via JAPAN, &c.	DEVANHA	Brit. str.	1	W. R. Hickey	HAMBURG-AMERIKA LINIE	About 4th April.
VICTORIA, B.C. & TACOMA via JAPAN, &c.	DEVANHA	Brit. str.	1	W. R. Hickey	HAMBURG-AMERIKA LINIE	About 4th April.
VICTORIA, B.C. & TACOMA via JAPAN, &c.	DEVANHA	Brit. str.	1	W. R. Hickey	HAMBURG-AMERIKA LINIE	On 4th April, at 4 p.m.
VICTORIA, B.C. & TACOMA via JAPAN, &c.	DEVANHA	Brit. str.	1	W. R. Hickey	HAMBURG-AMERIKA LINIE	On 4th April, at 6 a.m.
VICTORIA, B.C. & TACOMA via JAPAN, &c.	DEVANHA	Brit. str.	1	W. R. Hickey	HAMBURG-AMERIKA LINIE	On 6th April, at M'night.
VICTORIA, B.C. & TACOMA via JAPAN, &c.	DEVANHA	Brit. str.	1	W. R. Hickey	HAMBURG-AMERIKA LINIE	On 10th April.
VICTORIA, B.C. & TACOMA via JAPAN, &c.	DEVANHA	Brit. str.	1	W. R. Hickey	HAMBURG-AMERIKA LINIE	About 20th April.
VICTORIA, B.C. & TACOMA via JAPAN, &c.	DEVANHA	Brit. str.	1	W. R. Hickey	HAMBURG-AMERIKA LINIE	Quick despatch.
VICTORIA, B.C. & TACOMA via JAPAN, &c.	DEVANHA	Brit. str.	1	W. R. Hickey	HAMBURG-AMERIKA LINIE	On 3rd April, at 10 a.m.
VICTORIA, B.C. & TACOMA via JAPAN, &c.	DEVANHA	Brit. str.	1	W. R. Hickey	HAMBURG-AMERIKA LINIE	On 31st inst., at Noon.
VICTORIA, B.C. & TACOMA via JAPAN, &c.	DEVANHA	Brit. str.	1	W. R. Hickey	HAMBURG-AMERIKA LINIE	To-day, at 4 p.m.
VICTORIA, B.C. & TACOMA via JAPAN, &c.	DEVANHA	Brit. str.	1	W. R. Hickey	HAMBURG-AMERIKA LINIE	To-day, at 11 a.m.
VICTORIA, B.C. & TACOMA via JAPAN, &c.	DEVANHA	Brit. str.	1	W. R. Hickey	HAMBURG-AMERIKA LINIE	On 31st inst., at 10 a.m.
VICTORIA, B.C. & TACOMA via JAPAN, &c.	DEVANHA	Brit. str.	1	W. R. Hickey	HAMBURG-AMERIKA LINIE	On 4th April, at 11 a.m.
VICTORIA, B.C. & TACOMA via JAPAN, &c.	DEVANHA	Brit. str.	1	W. R. Hickey	HAMBURG-AMERIKA LINIE	On 7th April, at 10 a.m.
VICTORIA, B.C. & TACOMA via JAPAN, &c.	DEVANHA	Brit. str.	1	W. R. Hickey	HAMBURG-AMERIKA LINIE	On 30th inst., at 2 p.m.
VICTORIA, B.C. & TACOMA via JAPAN, &c.	DEVANHA	Brit. str.	1	W. R. Hickey	HAMBURG-AMERIKA LINIE	On 1st April, at Noon.
VICTORIA, B.C. & TACOMA via JAPAN, &c.	DEVANHA	Brit. str.	1	W. R. Hickey	HAMBURG-AMERIKA LINIE	On 2nd April, at Noon.
VICTORIA, B.C. & TACOMA via JAPAN, &c.	DEVANHA	Brit. str.	1	W. R. Hickey	HAMBURG-AMERIKA LINIE	On 2nd April, at 4 p.m.
VICTORIA, B.C. & TACOMA via JAPAN, &c.	DEVANHA	Brit. str.	1	W. R. Hickey	HAMBURG-AMERIKA LINIE	On 6th April, at 2 p.m.
VICTORIA, B.C. & TACOMA via JAPAN, &c.	DEVANHA	Brit. str.	1	W. R. Hickey	HAMBURG-AMERIKA LINIE	On 10th April, at 4 p.m.
VICTORIA, B.C. & TACOMA via JAPAN, &c.	DEVANHA	Brit. str.	1	W. R. Hickey	HAMBURG-AMERIKA LINIE	Quick despatch.
VICTORIA, B.C. & TACOMA via JAPAN, &c.	DEVANHA	Brit. str.	1	W. R. Hickey	HAMBURG-AMERIKA LINIE	On 3rd April.
VICTORIA, B.C. & TACOMA via JAPAN, &c.	DEVANHA	Brit. str.	1	W. R. Hickey	HAMBURG-AMERIKA LINIE	To-morrow at Daylight.
VICTORIA, B.C. & TACOMA via JAPAN, &c.	DEVANHA	Brit. str.	1	W. R. Hickey	HAMBURG-AMERIKA LINIE	On 1st April, at Noon.
VICTORIA, B.C. & TACOMA via JAPAN, &c.	DEVANHA	Brit. str.	1	W. R. Hickey	HAMBURG-AMERIKA LINIE	Middle of April.
VICTORIA, B.C. & TACOMA via JAPAN, &c.	DEVANHA	Brit. str.	1	W. R. Hickey	HAMBURG-AMERIKA LINIE	On 10th April, at Noon.

"SHIRE" LINE OF STEAMERS.

LIMITED.

PROJECTED HOMEWARD SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

FOR	STEAMERS	DATE OF DEPARTURE
LONDON & ANTWERP	"DEN OF GLAMIS"	On 2nd April.
LONDON, ROTTERDAM & ANTWERP	"FLINTSHIRE"	On 10th May.

Most Steamers have excellent accommodation for a limited number of First Class Passengers. Cabins are situated amidships, and are fitted with electric light and fans. Attention is directed to the moderate fares charged.

* Does not take Passengers.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd.,
AGENTS.

Hongkong, 22nd March, 1912

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	DATE OF DEPARTURE
TIENSIN	"CHEONGSHING"	Saturday, 30th Mar., Noon.
MANILA	"LOONGSANG"	Saturday, 30th Mar., 2 p.m.
SHANGHAI, KOBÉ & MOJI	"NAMESANG"	Sunday, 31st Mar., D'light.
BOMBAY via SINGAPORE & COLOMBO	"FOONGSANG"	Monday, 1st April, Noon.
SINGAPORE, PENANG & CALCUTTA	"HANGSANG"	Tuesday, 2nd April, Noon.
SHANGHAI	"YUENSANG"	Saturday, 6th April, 2 p.m.

RETURN TOURS TO JAPAN.

(OCCUPYING 24 DAYS)

The Steamers "KUTSANG" and "FOONGSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

* Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Tsingtau, Weihaiwei, Chafoo, Hainan and Kowloon.

Telephone No. 215, Sub. Exch. 4.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd.,
GENERAL MANAGERS.

BRITISH INDIA S. N. CO., LD.

NEW FORTNIGHTLY SERVICE OF STEAMERS BETWEEN KOBÉ, HONGKONG AND RANGOON.

EASTWARD.

The S.S. "MUTTRA," 4,644 tons, Captain J. R. O'Sullivan, due at Hongkong from RANGOON on 30th Mar., at Daylight, will be despatched for YOKOHAMA and KOBÉ the 1st April, at 4 p.m., taking Cargo and Passengers at Current Rates. To be followed by S.S. "FULTALA," 4,155 tons, Capt. H. Chiles.

WESTWARD.

The S.S. "FAZILKA" will leave Hongkong for SINGAPORE, PENANG and RANGOON on the 29th March, 1912, at Daylight, followed by the S.S. "WARDHA," on 10th April, taking Cargo and Passengers at Current Rates.

The above Steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd.,
AGENTS.

Telephone No. 215.

Hongkong, 28th March, 1912.

CANADIAN PACIFIC ROYAL MAIL STEAMSHIP LINE.

VIA VANCOUVER

THE CANADIAN PACIFIC RAILWAY

PROPOSED SAILINGS FROM HONGKONG, ST. JOHN N.B. AND QUEBEC.

SUBJECT TO ALTERATION.

FOR VANCOUVER	1912	FOR LIVERPOOL	1912
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"EMPRESS OF INDIA" Sat., 20th Apr. "EMPRESS OF IRELAND" Fri., 17th May.

"EMPRESS OF JAPAN" Sat., 11th May. "ALLEN LINE" Fri., 7th June.

"MONTAGLE" Sat., 1st June. "EMPRESS OF BRITAIN" Fri., 28th June.

"EMPRESS OF INDIA" Sat., 22nd June. "ALLEN LINE" Fri., 19th July.

Steamships leave HONGKONG at 7 a.m.

THE direct route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBÉ, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Mail Express, and at ST. JOHN or QUEBEC with the Company's Atlantic "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi Wireless apparatus.

Hongkong to London, 1st Class via Canadian Atlantic Ports or New York £71.10

Intermediate on Steamship) "243" "245"

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

R.M.S. "MONTAGLE" is also Intermediate Passenger only, at Intermediate rates.

affording superior accommodation for first class.

Passengers booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and other Governments. Full particulars of application from Agents.

For further information Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China.

Corner Pender Street and Praya opposite Blake Pier.

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	DELTA	About 28th Mar.	Freight and Passage.
LONDON via USUAL PORTS	DEVANHA	Noon, 30th Mar.	See Special of Call.
LONDON and ANTWERP	NUBIA	About 3rd April.	Freight and Passage.
SHANGHAI, MOJI, KORE, PALAWAN and YOKOHAMA	PALAWAN	About 4th April.	Freight and Passage.

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 27th March, 1912.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
SHANGHAI	CHINHUA	On 28th Mar., 4 P.M.
AMOI and SHANGHAI	LUCHOW	On 28th Mar., 4 P.M.
TSINGTAU, CHEFOO & NEWCHANG	KIUKIANG	On 29th Mar., 4 P.M.
SHANGHAI	ANHUI	On 30th Mar., 4 P.M.
WEIHAIWEI, CHEFOO and TIENTSIN	HUICHOW	On 1st Apr., 4 P.M.
MANILA, CEBU and ILOILO	KALFONG	On 2nd Apr., 4 P.M.
SHANGHAI	CHENAN	On 4th Apr., 4 P.M.
SHANGHAI	LINAN	On 6th Apr., 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINAN" and S.S. "SANGU" throughout and Electric Fans in the State-rooms. A daily qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tientsin ports.

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING," Saloon accommodation, Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft. Saloon accommodation of S.S. "KALFONG" is situated on Deck, aft.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS "CHENAN," "CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

RE—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

REDUCED FARES:—SINGLE \$45.....RETURN \$75.

For Freight or Passage apply to—BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 26th March, 1912.

AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government.) MONTHLY FAST DIRECT SERVICE TO TRIESTE, VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ AND PORT SAID.

S.S. "KORREBER," 9,900 tons, will leave as above on 19th April, 1912, 5 P.M.

S.S. "BOHEMIA," 7,900 tons, will leave as above on 19th May, 1912.

S.S. "KORREBER," 9,900 tons, will leave as above on 4th April, 1912, at 6 A.M.

Superior accommodation for 1st and 2nd Class Cabin and Stowage passengers. Cheap rates, Hongkong-Trieste, Venice, £50 1st, £35 2nd Class. No surtax, no tips, no inside Cabins, excellent cuisine, Doctor, Laundry, Wireless Telegraphy.

MONTHLY ORDINARY SERVICE.

S.S. "CHINA," 11,800 tons, will leave for YOKOHAMA and KORE via SHANGHAI on 30th March, at Noon.

S.S. "AUSTRIA," 14,000 tons, will leave for TRIESTE, PRIME and VENICE, via SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ, PORT SAID, on 2nd April.

These steamers are fitted with comfortable one class accommodation for saloon passengers. Cheap rates, Hongkong-Trieste, Venice £43, no surtax, excellent cuisine, Doctor, Wireless Telegraphy.

ROUND THE WORLD TICKETS ARE ISSUED.

CARGO is taken at through rates to all ports in the Adriatic, the Levant and Black Sea, also to North and South America. For information apply to

SANDER, WIELER & Co., Agents, Hongkong, 27th March, 1912.

Princes' Building.

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DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOI AND FOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP CAPTAIN LEAVING

"HAIFAN" ... Capt. J. S. Roush ... SUNDAY, 31st Mar., at 10 A.M.

"HAIFANG" ... Capt. J. W. Evans ... THURSDAY, 4th Apr., at 11 A.M.

"HAICHING" ... Capt. W. C. Passmore ... SUNDAY, 7th Apr., at 10 A.M.

For SWATOW AND RETURN.

(Occupying 3 Days).

"HAIMUN" ... Capt. A. H. Stewart ... FRIDAY, 29th Mar., at 11 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Black Pier).

For Freight and Passage, apply to—DOUGLAS, LAPELLE & Co., GENERAL MANAGERS.

Hongkong, 26th March, 1912.

HAMBURG-AMERIKA LINIE.

IN CONJUNCTION WITH DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

For SHANGHAI, MOJI and YOKOHAMA:

S.S. C. FELD LAEISZ ... 6th April.

S.S. SITHONIA ... 20th April.

S.S. SLAVONIA ... 30th April.

S.S. BAYERN ... 5th May.

For Further Particulars, apply to—HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 27th March, 1912.

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TOYO KISEN KAISHA.

IMPERIAL JAPANESE TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers

CHIYO MARU, SHINYO MARU, TENYO MARU.

Speed 21 KNOTS, Displacement 21,000 TONS.

and the TWIN SCREW S.S. "NIPPON MARU"

Speed 18 KNOTS, Displacement 11,000 TONS.

Between HONGKONG and SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU.

SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS of MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

The Steamers—BUYO MARU, HONGKONG MARU and KIYO MARU.

Ply between HONGKONG and CORONEL via MOJI, KOBE, YOKOHAMA HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (Subject to Alteration).

SAN FRANCISCO LINE:

STEAMER CAPTAIN DATE OF SAILING.

SHINYO MARU ... H. S. Smith ... TUESDAY, 9th April, Noon.

CHIYO MARU ... W. W. Green ... TUESDAY, 7th May, at Noon.

NIPPON MARU ... A. G. Stevens ... TUESDAY, 28th May, at Noon.

TENYO MARU ... E. Bent ... TUESDAY, 4th June, at Noon.

SOUTH AMERICA LINE:

STEAMER TONS DATE OF SAILING.

BUYO MARU ... 10,500 ... TUESDAY, 9th APRIL, NOON.

HONGKONG MARU ... 11,000 ... FRIDAY, 7th June, at Noon.

KIYO MARU ... 17,500 ... TUESDAY, 6th Aug., at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL RATES.—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For Full Particulars as to Passage and Freight, apply to

K. MATSUDA, AGENT, King's Building (Opposite Blake Pier).

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EST ASIATIQUE FRANCAIS

MESSAGERIES MARITIMES, AGENTS.

MAIL SERVICE TO AND FROM

TONKIN

in 53 hours.

S.S. "SI-KIANG" Capt. E. de Catalano.

(1st and 2nd CLASSES) will leave Hongkong for

KWANG CHOW WANG and HAIPHONG,

on WEDNESDAY, the 10th April, 1912, at 9 A.M.

For Passages and Freight, apply to P. THOMAS, M.M. Co.'s AGENT.

2.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY

AND THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking

through Bills of Lading to all Overland Common Points

from the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

O. S. K. has made the following revision on 1st class passage to Victoria, Tacoma, Seattle, Vancouver, Portland, and San Francisco:—

From Manila ... G. \$130.00

From Hongkong, Shanghai and Keelung ... G. \$110.00

From Nagasaki, Moji, Kobe and Yokohama ... G. \$95.00

1st class passage from Hongkong to Victoria, Tacoma, Seattle, Vancouver, Portland and San Francisco ... G. \$110.00

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for passengers, situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Tea and Parcels. Special attention given toward Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR STEAMERS LEAVES

TAMUI via SWATOW and AMOI "DAIJIN MARU" SUNDAY, 31st Mar., at Noon.

ANPING via SWATOW and AMOI "SOSHU MARU" WED'DAY, 3rd April, at 10 A.M.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

772-776]

S. HIROL, MANAGER

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS STEAMERS TONS SAILING DATES

MARSEILLES, LONDON and ANTWERP via SINGAPORE, PENANG COLOMBO, SUEZ and PORT SAID ... KAGA MARU Capt. M. Hagino, 7,000 {WED'DAY, 10th April, at Daylight.

ATSUTA MARU Capt. Wm. Thompson, 9,000 {WED'DAY, 24th April, at Daylight.

SANUKI MARU Capt. S. Ishikawa, 7,000 {TUESDAY, 9th April, at Noon.

AWA MARU Capt. Izawa, 7,000 {TUESDAY, 23rd April, at Noon.

KUMANO MARU Capt. M. Winkler, 6,000 {FRIDAY, 12th April, at Noon.

YAWATA MARU Capt. T. Sekine, 6,000 {FRIDAY, 10th May, at Noon.

COLOMBO MARU Capt. J. Teranaka, 5,000 {WED'DAY, 3rd April.

HILACHI MARU Capt. T. Yamawaki, 7,000 {THURSDAY, 28th Mar., at 5 P.M.

YAWATA MARU Capt. T. Sekine, 5,000 {WED'DAY, 10th April, at Noon.

HAKATA MARU Capt. Y. Nomura, 6,000 {WED'DAY, 10th April.

SHANGHAI, MOJI, KOBE and YOKKAICHI ...

SHANGHAI and KOBE ...

Fitted with New System of Wireless Telegraphy. * Carries Deck Passengers. † Cargo only

NEW LINE OF STEAMERS

KOBE & CALCUTTA.

REGULAR FORTNIGHTLY SERVICES

FROM KOBE TO CALCUTTA, CALLING AT HONGKONG, SINGAPORE, PENANG and RANGOON.

The next steamer from Hongkong: "KIBIN MARU," 4,000 tons, Capt. Deguchi, On 28th March.

1912 PASSENGER SEASON 1912

FOR EUROPE.

STEAMERS TONS CAPTAIN FROM HONGKONG

KAGA MARU ... 7,000 ... M. Hagino ... April 10th.

ATSUTA MARU ... 9,000 ... Wm. Thompson ... April 24th.

HITACHI MARU ... 7,000 ... T. Yamawaki ... May 8th.

MIYASAKI MARU ... 9,000 ... T. Mura ... May 22nd.

KITANO MARU ... 9,000 ... F. E. Cope ... June 5th.

FOR SEATTLE.

SANUKI MARU ... 7,000 ... Ishikawa ... April 9th.

AWA MARU ... 7,000 ... T. Izawa ... April 23rd.

SADO MARU ... 7,000 ... K. Asakan ... May 27th.

YOKOHAMA MARU ... 7,000 May 21st.

For further information, apply to—T. KUSUMOTO, MANAGER.

[12-15-41]

PENINSULAR & ORIENTAL

STEAM NAVIGATION CO.

HOMeward PASSENGER SEASON, 1912.

PROPOSED SAILINGS OF MAIL STEAMERS

FOR MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS Leave Connecting Steamers Due Due to Hongkong from Colombo to MARSEILLES PENNORTH (Brindisi 2 days earlier) (London 1 day later)

Steamer Tons 1 P.M. SATURDAY Steamer Tons SATURDAY FRIDAY

DEVANHA ... 8000 ... March 30 ... MOLDAVIA ... 11000 ... April 27 ... May 3

DELTA ... 8000 ... April 13 ... MALOJA ... 12500 ... May 11 ... May 17

ASSAYE ... 7500 ... April 27 ... MONGOLIA ... 10000 ... May 25 ... May 31

ORIENTAL ... 5254 ... May 11 ... MALWA ... 11000 ... June 8 ... June 14

DEVANHA ... 8000 ... May 25 ... CHINA ... 8000 ... June 22 ... June 28

DELTA ... 8000 ... June 8 ... MACEDONIA ... 10500 ... July 6 ... July 12

ARCADIA ... 7000 ... June 22 ... MOREA ... 11000 ... July 20 ... July 26

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON: 1st SALOON £71.10 SINGLE £156.14 RETURN. 2nd " £48.8 " £72.12

IN ADDITION TO THE ABOVE MAIL STEAMERS INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1st and 2nd SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

STEAMERS Leave Hongkong Due LONDON

Tonnage about about

NUBIA ... 6000 ... April 3 ... May 17

SUMATRA ... 5000 ... April 17 ... May 31

NAMUR ... 7000 ... May 1 ... June 14

PALAWAN ... 5000 ... May 15 ... June 28

BOERNEO ... 5000 ... May 29 ... July 12

SYRIA ... 7000 ... June 12 ... July 27

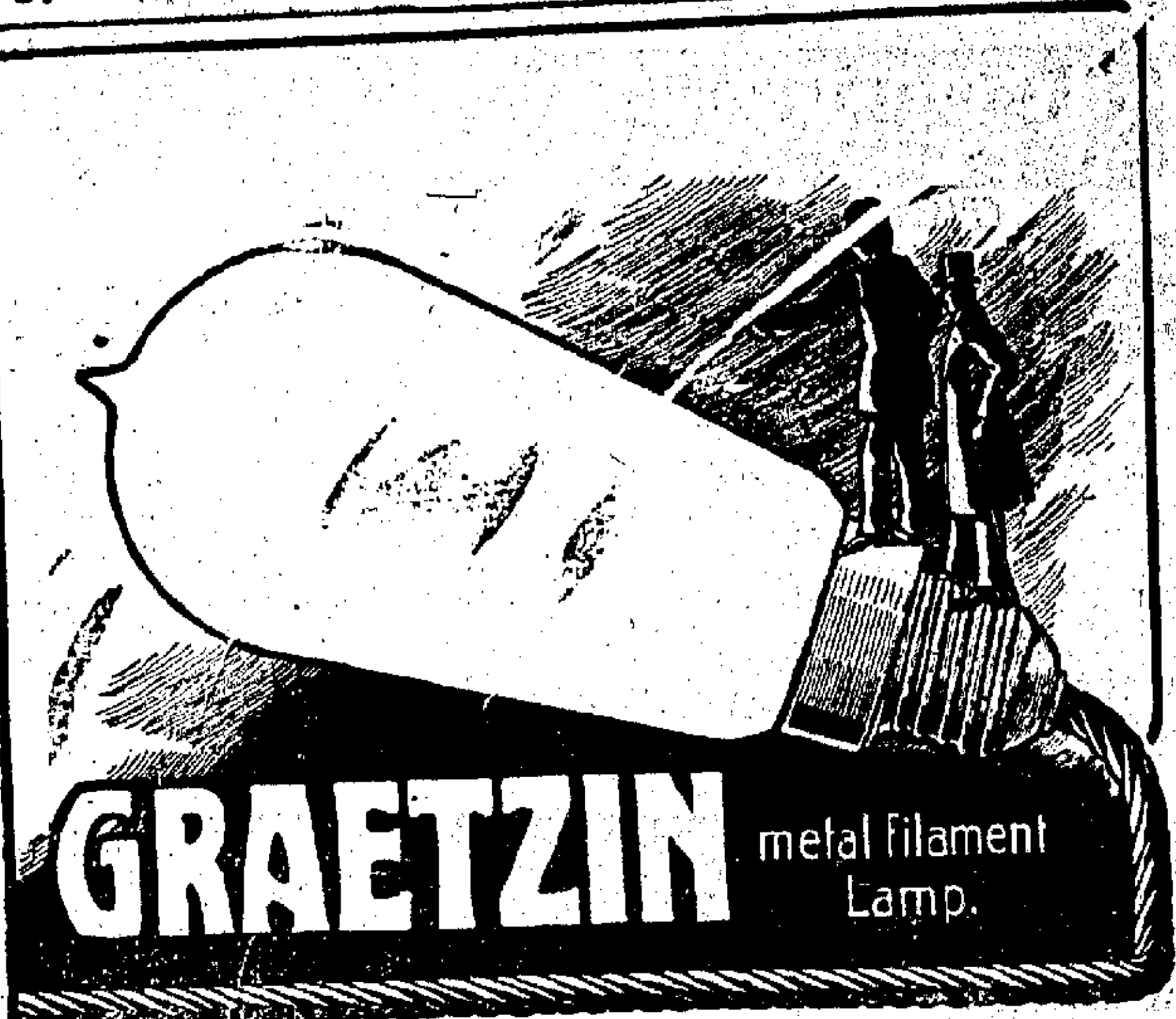
NORE ... 7000 ... June 26 ... August 10

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES

FARES TO LONDON: 1st SALOON £55.0 SINGLE £22.10 RETURN. 2nd " £38.10 " £27.4 " " "

For further Particulars, apply to—E. A. HEWETT, SUPERINTENDENT.

1036



ONE Price for 16, 25, 32 and 50 c.p.: **\$0.85**

REBATES FOR RETAILERS AND HOTELS!
70% Saving in Current 70%
Obtainable from Stock of the General Agent for Hongkong and China:

HUGO C. A. FROMM,
HONGKONG, 4, QUEEN'S BUILDINGS, TEL. NO. 960.
Hongkong, 22nd March, 1912.



HATS

of all shapes, sizes and colours have been recently supplied to the local market to a great amount by

Daily production: **26,000 HATS!**
Workmen employed: **3,500!**

General Agent for Hongkong and China:

HUGO C. A. FROMM,
HONGKONG, 4, QUEEN'S BUILDINGS, TEL. NO. 960.
Hongkong, 22nd March, 1912.



Sole Representative for Hongkong and South China
Hugo C. A. Fromm, Hongkong.

Hongkong, 22nd March, 1912.

POST OFFICE NOTICE

On and from the 30th instant, and on each Saturday following, Mails will be closed for Canton, Wuchow and Samshui at 6 p.m.

The Parcel Post system to the following places in China is for the present suspended: Hupeh, Hunan and Tengkueh.

The Delta, with the English Mail, left Singapore on Saturday, the 23rd inst., at 1 p.m., and may be expected here to-day, at 6 a.m. This packet brings parcel mails closed in London for despatch by the all sea route on the 21st February, and for despatch overland on the 28th February.

The Devanha, with the Siberian Mail, is due to arrive here to-morrow.

The Empress of India, with the Canadian Mail, left Shanghai on Wednesday, the 27th inst., at 4 p.m., and may be expected here on or about Saturday, the 30th inst., at 9 a.m.

FOR	DATE	TIME
Batavia	Thursday, 28th	10.00 A.M.
Singapore	Thursday, 28th	1.00 P.M.
Manila	Thursday, 28th	1.15 P.M.
Shanghai	Thursday, 28th	3.00 P.M.
Amoy and Shanghai	Thursday, 28th	3.00 P.M.
Kobe and Yokohama	Thursday, 28th	4.00 P.M.
Shanghai, Kobe and Yokohama	Thursday, 28th	4.00 P.M.
Singapore, Penang, and Bangkok	Thursday, 28th	5.00 A.M.
SHANGHAI	Thursday, 28th	5.00 P.M.
Amoy	Thursday, 28th	5.00 P.M.
Swatow	Friday, 29th	10.00 A.M.
Manila	Friday, 29th	1.15 P.M.
Shanghai, Moji, Nagasaki, Kobe, Yokohama, Yokohama, Victoria and Tacoma	Saturday, 30th	10.00 A.M.
SIBERIAN MAIL TO EUROPE	Saturday, 30th	10.00 A.M.
Shanghai, Kobe and Yokohama	Saturday, 30th	10.00 A.M.
EUROPE, &c., INDIA VIA TUTICORIN	Saturday, 30th	10.00 A.M.
Late Letters 11.00 A.M. to Noon	Saturday, 30th	10.00 A.M.
Extra Postage 10 cents	Saturday, 30th	10.00 A.M.
(Supplementary mail on board up to the time fixed for departure of the mail)	Saturday, 30th	10.00 A.M.
Extra Postage 10 cents	Saturday, 30th	10.00 A.M.
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail)	Saturday, 30th	10.00 A.M.
The Parcel mail will be closed to-morrow, at 5 p.m.	Saturday, 30th	10.00 A.M.
Batavia, Cheribon, Samarang and Sourabaya	Saturday, 30th	1.00 P.M.
Manila, Cebu and Iloilo	Saturday, 30th	1.15 P.M.
Macao	Saturday, 30th	2.00 P.M.
Kobe and Yokohama	Saturday, 30th	3.00 P.M.
Tsingtau, Cebu and Newchwang	Saturday, 30th	5.00 P.M.
Shanghai, Kobe and Moji	Saturday, 30th	5.00 P.M.
Shanghai	Saturday, 30th	5.00 P.M.
SIBERIAN MAIL TO EUROPE	Saturday, 30th	5.00 P.M.
Swatow, Amoy and Tamsui	Sunday, 31st	9.00 A.M.
Swatow, Amoy and Foochow	Sunday, 31st	9.00 A.M.
Singapore, Penang and Calcutta	Sunday, 31st	11.00 A.M.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, YOKOHAMA, HONOLULU and SAN FRANCISCO	Sunday, 31st	11.00 A.M.
(SIBERIAN MAIL TO EUROPE)	Sunday, 31st	11.00 A.M.

COMMERCIAL

CLOSING QUOTATIONS

March 26th.

ON LONDON:—
Telegraphic Transfer 1/11 1/2
Bank Bills, on demand 1/11 1/2
Bank Bills, at 30 days sight 1/11 1/2
Bank Bills, at 4 months sight 1/11 1/2
Credits, at 4 months sight 1/11 1/2
Documentary Bills 4 months sight 1/11 1/2

ON PARIS:—
Bank Bills, on demand 243
Credits, at 4 months sight 247 1/2

ON GERMANY:—
On demand 197 1/2

ON NEW YORK:—
Bank Bills, on demand 46 1/2
Credits, at 60 days sight 47 1/2

ON BOMBAY:—
Telegraphic Transfer 143 1/2
Bank, on demand 143 1/2

ON CALCUTTA:—
Telegraphic Transfer 143 1/2
Bank, on demand 143 1/2

ON SHANGHAI:—
Bank, at sight 72
Private, 30 days sight 72 1/2

ON YOKOHAMA:—On demand 83 1/2

ON MANILA:—On demand 83 1/2

ON SINGAPORE:—On demand 83 1/2

ON BATAVIA:—On demand 115 1/2

ON RAIPUR:—On demand 3 1/2 p.m.

ON SAIGON:—On demand 30 1/2

ON HANKOW:—On demand 50 1/2

SOVEREIGNS, Bank's Buying Rate 10.35

GOLD LEAF, 100 fine, per tola 354.10

BAR SILVER, per oz. 26 1/2

SUBSIDIARY COINS

Chinese 20 cents piece \$8.00 discount.
Chinese 10 18.30
Hongkong 20 7.80
Hongkong 10 7.90

MAILS VIA SIBERIA

London Due
Shanghai March 26th.
March 9th March 26th.
March 13th March 26th.

SHARE LIST—QUOTATIONS. HONGKONG, MARCH 27TH, 1912.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS.
BANKS.—				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$855
China Borneo Company, Limited	60,000	\$12	all	\$94, buyers
China Light and Power Company, Limited	50,000	\$5	all	\$1.20, buyers
China Provident Loan & Mortgage Co., Ltd.	200,000	\$1	all	\$7 1/2, sales
Corroon Mills	20,000	Tls. 50	all	Tls. 91
Ever Cotton Spin'g. & Weaving Co., Ltd.	125,000	\$10	all	\$5
Hongkong Cotton Spinning Co., Ltd.	40,000	\$7 1/2	all	\$20 1/2
Dairy Farm Company, Limited	60,000	\$50	all	\$57, buyers
DOCKERS AND WHARVES.—				
H'kong & Kowloon Wharf & G. Co., Ltd.	50,000	\$57	all	\$43 1/2
Hongkong and Whampoa Dock Co., Ltd.	10,000	\$63	all	\$2 1/2, p. div.
New Amoy Dock Co., Limited	55,700	Tls. 100	all	Tls. 56
Shanghai Dock and Engineering Co., Ltd.	36,000	Tls. 100	all	Tls. 87 1/2
Shanghai and Hongkong Wharf Co., Ltd.	40,000	\$10	all	\$44, buyers
Green Island Cement Co., Limited	60,000	\$10	all	\$22
Hongkong Electric Co., Limited	12,000	\$50	all	\$106
Hongkong Hotel Company, Limited	8,000	\$25	all	\$67, buyers
Manila Metropole Hotel Limited	15,000	P. 10	all	P. 84
Hongkong Ice Company, Limited	3,000	\$25	all	\$205
Hongkong Rope Manufacturing Co., Limited	60,000	\$10	all	\$17
H'kong & South China Steam Fisheries Co., Ltd.	15,000	\$10	all	\$5, buyers
INSURANCES.—				
Canton Insurance Office Co., Limited	10,000	\$250	all	\$200, sales
China Fire Insurance Co., Limited	20,000	\$100	all	\$125, buyers
China Traders Insurance Co., Limited	24,000	\$53.33	all	\$105
Hongkong Fire Insurance Co., Limited	8,000	\$250	all	\$332, sellers
North China Insurance Co., Limited	12,000	\$15	all	Tls. 150
Union Assurance Society, Limited	12,400	\$250	all	\$260, sales
Yangtze Insurance Association, Limited	12,000	\$100	all	\$210, Ex 73
LANDS AND BUILDINGS.—				
Hongkong Land Invest. Agency Co., Ltd.	50,000	\$100	all	\$100, buyers
Humphreys' Estate and Finance Co., Ltd.	150,000	\$10	all	\$54, buyers
Kowloon Land and Building Co., Ltd.	6,000	\$50	all	\$54, buyers
Shanghai Land Investment Co., Limited	78,000	Tls. 50	all	Tls. 85
West Point Building Co., Limited	12,500	\$50	all	\$53 1/2, buyers
Maatschappij tot Mijn. Bosch-en Landbouw exploitatie in Langkat	25,000	Gds. 10	all	Tls. 75 1/2
MINING.—				
Chinese Engineering and M. Co., Ltd.	1,000,000	\$1	all	34 1/2, buyers
Tongk Mines, Limited	150,000	\$1	all	72 1/2
Heavord Tin and Rubber Estate, Ltd.	715,280	2 1/2	all	5/5
Hamb. Australian Gold Mining Co., Ltd.	200,000	\$1	all	\$4 1/2, sellers
Peak Tramways Co., Limited	25,000	\$10	all	\$12 1/2
Philippine Co., Limited	50,000	\$10	all	\$1.10, buyers
RAFFINERIES.—				
China Sugar Refining Co., Limited	20,000	\$100	all	\$102 1/2, div., sal.
Luzon Sugar Refining Co., Limited	7,000	\$100	all	\$31, sellers
STAMPSHIP COMPANIES.—				
China and Manila Steamship Co., Ltd.	30,000	\$25	all	\$11 1/2
Douglas Steamship Co., Limited	20,000	\$50	all	\$21
Hongkong, Canton & Macao S.S. Co., Ltd.	80,000	\$15	all	\$26
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	25	all	\$66 1/2, L'don. bn.
Shell Transport & Trading Co., Limited	2,500,000	\$1	all	95 1/2, x rights
Star Ferry Company, Limited	10,000	\$10	all	\$28 1/2, buyers
South China Morning Post, Limited	10,000	\$10	all	\$5
Steam Laundry Company, Limited	20,000	\$5	all	\$22
STROSES AND DISPENSARIES.—				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$25
Wm. Powell, Limited	15,000	\$7	all	\$5
Watkins, Limited	10,000	\$10	all	\$5
A. S. Watson & Co., Limited	90,000	\$10	all	\$5 1/2, buyers
Weissmann, Limited	3,000	\$10	all	\$15, buyers
Gande Price & Co., Ltd.	50,000	\$10	all	\$12, buyers
Societe des Pulpes et Papeteries du Tonkin	13,200	\$50	all	\$37 1/2
Hongkong Steel Foundry Co., Ltd.	15,000	\$10	all	\$10
United Asbestos Oriental Agency, Limited	9,900 only	\$10	all	\$4
Union Waterboat Co., Limited	100 fiders	\$10	all	\$100
RUBBER.—				
Para Rubber in London				5 1/2 per lb., sellers
Loans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1885	Tls. 767,200	Tls. 250	7 1/2 p. annum	Pac.
VERNON & SYMTE, Share Brokers				
TO-DAY				
5.30 P.M.—Annual General Meeting of The Royal Hongkong Golf Club in the Club House.				
6 P.M.—Fifth Ordinary General Meeting of The Phoenix Club, Ltd.				
TO-MORROW				
Friday, 29th March—Bandmann Opera Co., at the Theatre Royal—"The Mourner."				
FORTHCOMING EVENTS.				
Saturday, 30th March—Twenty-Third Ordinary Annual Meeting of Green Island Cement Co., Ltd., 11.30 A.M.				
Saturday, 30th March—Auction of Valuable Leasehold Property at Sales Rooms, by Mr. Geo. P. Lammert, Noon.				
Thursday, 2nd April—General Meeting of Hongkong Gun Club, 5.30 P.M.				
NOTICE TO KOWLOON RESIDENTS				
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